

## **AGENDA ITEM 4A**

**Conditional Use Permit —8001 S 120th Street —  
Nebraska Multi-Sport Complex**



**CITY OF LA VISTA  
PLANNING DIVISION  
RECOMMENDATION REPORT**

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CASE NUMBERS: PCUP21-0006;

FOR HEARING ON: APRIL 7, 2022  
REPORT PREPARED ON: MARCH 30, 2022

**I. GENERAL INFORMATION**

**A. APPLICANT(S):**

Nebraska Multi-Sport Complex  
Attn: Mike Cassling  
13808 F Street  
Omaha, NE 68137

**B. PROPERTY OWNER:**

Nebraska Multi-Sport Complex  
Attn: Mike Cassling  
13808 F Street  
Omaha, NE 68137

**C. LOCATION:** Generally located east of Eastport Parkway and north of Giles Road

**D. LEGAL DESCRIPTION:** Tax Lots 11 and 15, together with all of Tax Lot 2A and parts of Tax Lots 2B1 and 3 lying North and West of railroad right-of-way, together with Tax Lot 1A1B and parts of Tax Lots 2B1 and Northwesterly part of Tax Lot 3 lying South and East of railroad right-of-way, all located in Section 17, Township 14 North, Range 12 East, of the 6th P. M., Sarpy County, Nebraska.

**E. REQUESTED ACTION(S):** Conditional Use Permit to develop and operate a private recreational facility.

**F. EXISTING ZONING AND LAND USE:** TA Transitional Agriculture, Gateway Corridor Overlay (Overlay District); the property is a former sod farm.

**G. PURPOSE OF REQUEST:** The requested Conditional Use Permit is to allow for the development of the proposed Nebraska Multisport Complex (NMSC) which consists of twelve (12) multipurpose synthetic turf fields with associated lighting and parking. The complex will also include a main concession building with restrooms. Eight (8) of the fields will be constructed directly east of Eastport Parkway, while the other four fields will be constructed south of the CB&Q Railroad line, with access off of Giles Road at 120<sup>th</sup> Street.

H. **SIZE OF SITE:** Approximately 124 acres.

## **II. BACKGROUND INFORMATION**

### **A. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:**

<u>Direction From Subject Property</u>	<u>Future Land Use Designation</u>	<u>Current Zoning Designation</u>	<u>Surrounding Development</u>
North	Industrial / Commercial	I-1 Light Industrial/C-3 Highway Commercial/Office Park District with a Gateway Corridor Overlay (Overlay District)	Harrison Hills
East	Industrial	I-2 Heavy Industrial District	Brook Valley Business Park
South	Industrial	C-3 Highway Commercial/Office Park District with a Gateway Corridor Overlay (Overlay District)	Brook Valley II Business Park
West	Commercial	C-3 Highway Commercial/Office Park District with a Gateway Corridor Overlay (Overlay District)	Southport East

### **B. RELEVANT CASE HISTORY:**

1. On February 21, 2017 the City Council of the City of La Vista approved a Conditional Use Permit (CUP) for the Nebraska Multisport Complex on this site. However, as development of the site did not proceed and the use did not commence, the CUP expired, requiring the re-application for approval of the CUP to commence the use.
2. On December 3, 2019 the City Council held a public hearing regarding the applicant's request for a CUP to allow the development of indoor tennis courts on the subject property. City Council tabled the consideration for the approval of the application. The applicant then withdrew their application.

### **C. APPLICABLE REGULATIONS:**

1. Section 5.05 of the City of La Vista Zoning Ordinance – TA Transitional Agriculture District
2. Section 5.17 of the City of La Vista Zoning Ordinance – Gateway Corridor District (Overlay District)
3. Article 6 of the City of La Vista Zoning Ordinance – Conditional Use Permits

### **III. ANALYSIS**

#### **A. COMPREHENSIVE PLAN:**

1. The Future Land Use Map of the Comprehensive Plan currently designates this property for parks and recreation uses.

#### **B. OTHER PLANS: N/A.**

#### **C. TRAFFIC AND ACCESS:**

1. Access will be from multiple egress / ingress points to Giles Road and Eastport Parkway. The main entrance would be located northeast of Eastport Parkway and McDermott Plaza, at the location of the existing north access drive to Comfort Suites. Additional access points include Eastport Parkway and Port Grace Blvd., and 120th Street and Giles Road.
2. The City, in conjunction with the applicant, has undertaken a Traffic Impact Study to identify transportation improvements that will be necessary to support the proposed uses. The City is also working with the NDOT to identify future needs and improvements to the Exit 442 Interchange. The City has programmed a widening of Giles Road in the City's Capital Improvement Program as part of the efforts needed to address increased traffic from this project as well as traffic increases from ongoing development in the surrounding area, both inside and outside the City of La Vista jurisdiction, that utilize the Exit 442 Interchange to access I-80.
3. Based on recommendations from the Traffic Impact Study, the intersection of Eastport Parkway and McDermott Plaza will be reconstructed to a roundabout style to facilitate better traffic flow.
4. The Traffic Impact Study also discusses other possible improvements at the intersections of Southport Parkway and 123<sup>rd</sup> Plaza with Eastport Parkway. The timing of these improvements will be based on thresholds related to the increase in traffic as activities increase in the complex as will be detailed in the subdivision agreement discussed in Section IV below.
5. Design criteria for the on-site ring road, as well as the intersection of 120<sup>th</sup> Street and Giles Road are currently under review by the City Engineer. Any changes as deemed necessary by the City Engineer will need to be approved prior to the issuance of a building permit.

#### **D. UTILITIES:**

1. All utilities are available to the site subject to making necessary extensions as may be required by the utility companies.

**E. PARKING REQUIREMENTS:**

1. The site plan provided in the last submittal depicts 1,258 parking stalls, 32 of which are ADA/van accessible. Based on our calculations, this should be sufficient to accommodate daily activities and events with roughly 5,000 people in attendance.

However, as stated in the Traffic Impact Study (TIS), there's a potential for events that could draw 10,500 people per day on a weekend. Although attendance would be stretched over that time period, attendance of that magnitude could cause traffic congestion and a potential inability to accommodate all vehicles on-site. Staff is working with the applicant to hold discussions with nearby businesses about the potential for shared parking in case the proposed parking areas cannot contain all of the parked vehicles for major events.

**IV. REVIEW COMMENTS:**

1. Applicant intends to construct a fieldhouse and other amenities at a future date with timing dependent on financing and demand. The applicant will need to apply for an amendment to their Conditional Use Permit at that time and proceed through design review approval prior to the issuance of a building permit.
2. The draft Conditional Use Permit includes a condition as part of the language to require the completion of subdivision agreement that sets forth requirements for public improvements. Considerations for pedestrian safety improvements will be included as a requirement within the subdivision agreement.
3. The subdivision agreement will include language as to the timing of future public improvements as the use of the complex increases and adjustments to the traffic operations are warranted.
4. Applicant will need to continue to coordinate with utility providers for onsite utilities, and the BNSF Railroad for certain items of work and/or improvements on this project.
5. Applicant will need to coordinate with the P-MRNRD and the USACE for any applicable permitting for work within the floodplain and/or any potentially jurisdictional waterways.
6. The applicant will need to provide proof of FAA approval prior to issuance of a building permit.
7. Wayfinding signage should not only include off-site, but on-site signage to handle the direction of traffic to inform attendees on either side of the railroad tracks of where to go without having to turn around and go to other side of the complex. A wayfinding signage plan will be required as an exhibit to the

subdivision agreement. This plan will include a map depicting the location and type of signs that will provide wayfinding in the public areas approaching the complex.

8. The development is currently under review by the City's third-party Design Review Architect. This design review process must be substantially complete prior to application for building permits.
9. Proposed locations for temporary restroom trailers are identified on the site plan. Screening of these temporary restroom areas will not be required at this time, however, a condition has been placed within the Conditional Use Permit that if complaints are received and the lack of screening becomes a concern, the City may require the installation of fencing or screening of temporary restroom areas at a later date.
10. Additional permanent restrooms are planned by the applicant as a future phase, along with improvements to parking, lighting and the ring road. Details as to the timing of these improvements will be provided within the subdivision agreement.

**V. STAFF RECOMMENDATION – CONDITIONAL USE PERMIT:**

Staff recommends approval of the Conditional Use Permit, subject to satisfaction of all applicable requirements, including without limitation, notice, hearing, approval by the City Council, and recording of a subdivision agreement that provides details of the public improvements to be installed.

**VII. ATTACHMENTS TO REPORT:**

- A. Vicinity Map
- B. Applicant's Operational Statement
- C. Staff Review Letters
- D. Draft CUP

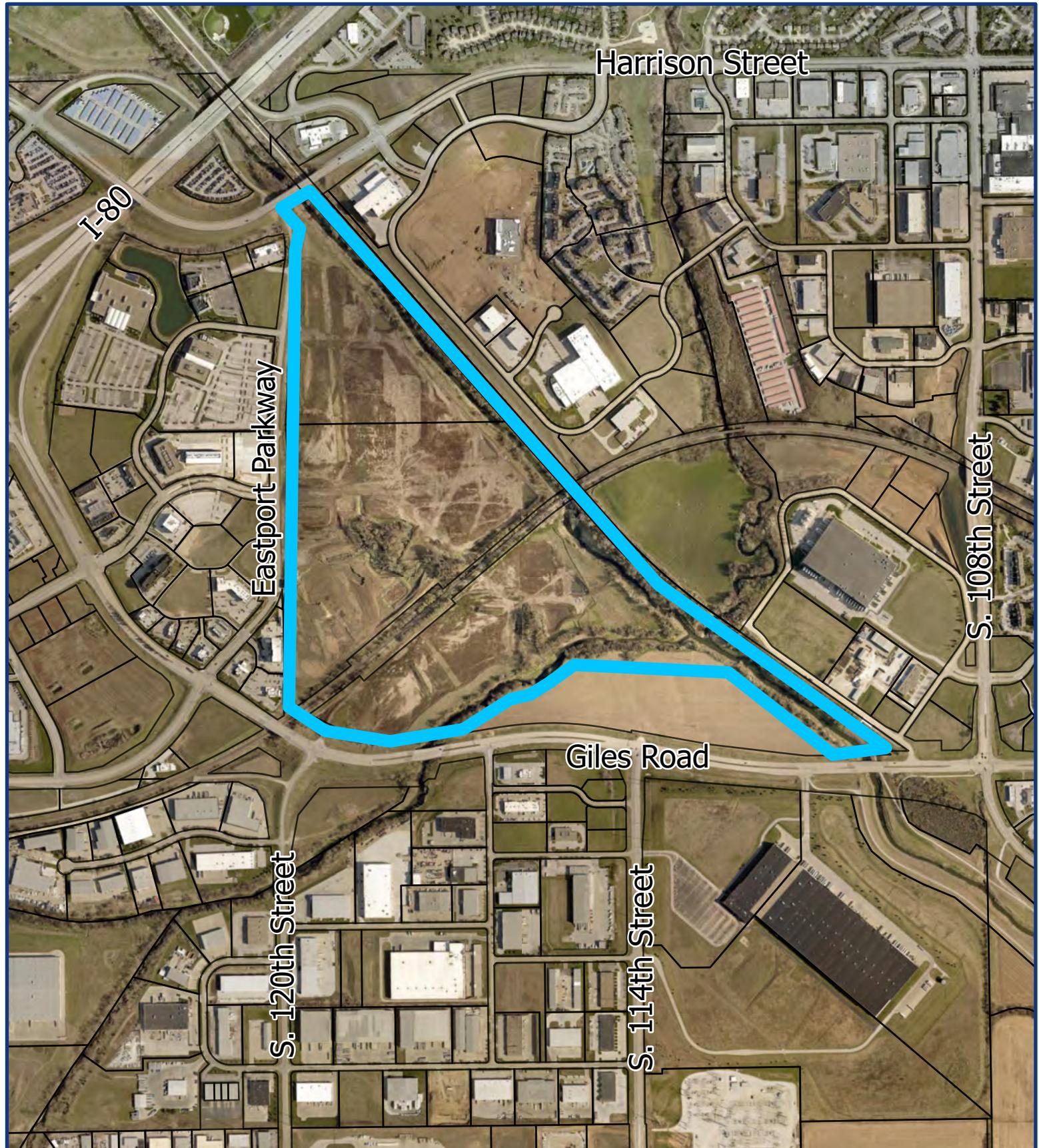
**VIII. COPIES OF REPORT SENT TO:**

- A. Mike Cassling, Nebraska Multi-Sport Complex
- B. Kyle Graham, Olsson Associates
- C. Craig Scriven, Nebraska Multi-Sport Complex
- D. Public Upon Request

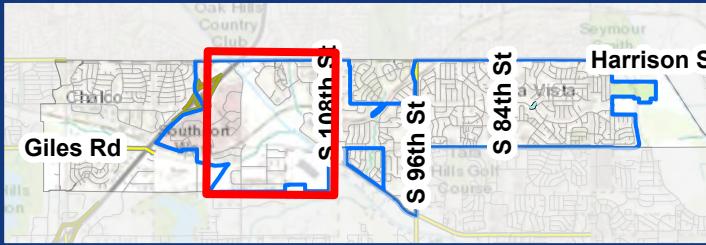
  
Prepared by: Deputy Community Development Director

  
Community Development Director

  
3/31/02  
Date



**Vicinity Map - Nebraska Multi-Sport Complex CUP**



**Legend**

- Property Lines
- Multi-Sport Complex Facility Boundaries



## **City of La Vista Conditional Use Permit**

### **Conditional Use Permit for Operation and Management of a Private Recreational Facility**

This Conditional Use Permit issued this \_\_\_\_ day of \_\_\_\_\_, 2022, by the City of La Vista, a municipal corporation in the County of Sarpy County, Nebraska ("City") to, Nebraska Multi-Sport Complex, a Nebraska nonprofit corporation and tax exempt organization under Internal Revenue Code Section 501(c)(3) doing business as Nebraska Multi-Sport Complex ("Nebraska Multi-Sport" or "applicant"), pursuant to the La Vista Zoning Ordinance.

WHEREAS, Owner wishes to operate and manage a private recreational facility upon the following described tract of land within the City of La Vista zoning jurisdiction:

Tax Lots 11 and 15, together with all of Tax Lot 2A and parts of Tax Lots 2B1 and 3 lying North and West of railroad right-of-way, together with Northwesterly part of Tax Lot 1A1B and the Northwesterly part of Tax Lots 2B1 and 3 lying South and East of railroad right-of-way, all located in Section 17, Township 14 North, Range 12 East, of the 6th P. M. in Sarpy County, Nebraska ("Property" or "Premises").

WHEREAS, Nebraska Multi-Sport has applied for a conditional use permit for Nebraska Multi-Sport's management and operation of a private recreational facility; and

WHEREAS, the Mayor and City Council of the City of La Vista are agreeable to the issuance of a conditional use permit to Nebraska Multi-Sport for such purposes, subject to certain conditions and agreements as hereinafter provided.

NOW, THEREFORE, BE IT KNOWN THAT subject to the conditions hereof and to the extent the City determines a permit is needed for the intended use of the Premises, this conditional use permit is issued to Nebraska Multi-Sport to use the area designated on Exhibit "B" hereto for the uses described above, said uses hereinafter being referred to as "Permitted Use" or "Use".

#### **Conditions of Permit**

The conditions to which the granting of this permit is subject are:

1. The rights granted by this permit are transferable, subject to approval of the Mayor, City Administrator or his/her designee, and any breach of any terms hereof shall cause this permit to expire and terminate unless exempted herein or the City in writing waives the breach.
2. In respect to the Permitted Use:
  - a. Operation of this Private Recreational Facility must be in accordance with the "Statement of Operations" attached to this permit as "Exhibit A". Any change in the Statement of Operations including, but not limited to, the hours of operation and additional services provided, shall require review and approval by the City Administrator or her designee and may require an amendment to the Conditional Use Permit as determined by the City Administrator, depending on the nature of the proposed change.
  - b. A site plan showing the Property boundaries and easements, proposed structures, public off-street parking, access points, public streets, and drives shall be attached to the permit as "Exhibit B".
  - c. The Premises shall be developed and maintained in accordance with the site plan (Exhibit "B") as approved by the Community Development Director of the City, after any required additions,

subtractions, or modifications, and incorporated herein by this reference. Building and site design review shall be conducted as per the Gateway Corridor District Design Guidelines and approval of the City shall be obtained prior to the issuance of a building permit. "Approval" for this purpose means written approval of the Community Development Director or his designee. Any additions, subtractions, or modifications must be submitted to the Community Development Director for approval, and shall be subject to such additional approvals of the City as the Community Development Director determines necessary or advisable.

- d. The use shall conform to an Event Traffic Management Plan approved by and on file with the La Vista Police Chief or his or her designee from time to time ("Designated Police Contact"). A copy of the approved Event Traffic Management Plan shall be maintained on site. At least ten (10) days before implementing any proposed change to requirements or contents of the Operations Plan, the Permittee shall submit the proposed change to the Designated Police Contract. Any such change shall be subject to approval of the Designated Police Contact.
- e. Applicant shall prepare, and receive approval within six months, a subdivision agreement detailing the requirements for public improvements. The subdivision agreement shall include language as to the timing of future public improvements as the use of the complex increases and adjustments to the traffic operations are warranted.
- f. There shall be no storage, placement or display of goods, supplies or any other material, substance, container or receptacle outside of enclosed buildings, except trash receptacles and those approved in writing by the Community Development Director or his designee.
- g. All trash receptacles, benches and planters shall be placed on Property. Trash dumpsters shall be placed with a trash enclosure of at least six feet in height.
- h. Screening of temporary restroom trailers will not be required in order to obtain a Certificate of Occupancy. However, if complaints are received regarding the lack of screening, the City may require the installation of fencing or some form of screening as approved by the Community Development Director.
- i. The permitted use shall comply with the Statement of Operations (Exhibit "A") in regard to parking management and restroom facilities management.
- j. Landscaping requirements from Section 7.17 of the City of La Vista Zoning Ordinance shall be satisfied and maintained by Nebraska Multi-Sport to the extent not otherwise satisfied.
- k. Nebraska Multi-Sport, to the extent not otherwise satisfied, shall obtain all required permits from the City of La Vista and shall comply with any additional requirements as determined by the Chief Building Official, including, but not limited to, building, fire, and ADA.
- l. Nebraska Multi-Sport shall comply (and shall ensure that all employees, invitees, suppliers, structures, appurtenances and improvements, and all activities occurring or conducted, on the Premises at any time comply) with any applicable federal, state and/or local regulations, as amended or in effect from time to time, including, but not limited to, applicable environmental or safety laws, rules or regulations.
- m. Nebraska Multi-Sport hereby indemnifies and agrees to defend the City and all officials, officers, employees, agents, successors, and assigns of the City ("Indemnified Parties") against, and holds the Indemnified Parties harmless from, any liability, loss, claim or expense whatsoever (including, but not limited to, reasonable attorney fees and court cost) arising out of or resulting from the acts, omissions or negligence of Nebraska Multi-Sport, or any officers, members, directors, agents, employees, assigns, suppliers or invitees of Nebraska Multi-Sport, including, but not limited to, any liability, loss, claim or expense arising out of or resulting from any violation on the Premises of any environmental or safety law, rule or regulation.

3. The applicant's right to maintain the Use as approved pursuant to these provisions shall be based on the following:

- a. An annual inspection to determine compliance with the conditions of approval. The permit may be revoked upon a finding by the City that there is a violation of the terms of approval.
- b. The Use authorized by the permit must be initiated within one (1) year of approval and shall become void two (2) years after the date of approval unless the applicant has fully complied with the terms of approval.

- c. All obsolete or unused structures, accessory facilities or materials with an environmental or safety hazard shall be abated and/or removed at Nebraska Multi-Sport's expense within twelve (12) months of cessation of the conditional use.

4. Notwithstanding any other provision herein to the contrary, this permit, and all rights granted hereby, shall expire and terminate as to a permitted use hereunder upon the first of the following to occur:

- a. Nebraska Multi-Sport's abandonment of the Permitted Use. Non-use thereof for a period of twelve (12) months shall constitute a presumption of abandonment.
- b. Cancellation, revocation, denial or failure to maintain any federal, state or local permit required for the Use.
- c. Nebraska Multi-Sport's breach of any other terms hereof and its failure to correct such breach within ten (10) days of City's giving notice thereof.

5. In the event of Nebraska Multi-Sport's failure to promptly remove any safety or environmental hazard from the Premises, or the expiration or termination of this permit and Nebraska Multi-Sport's failure to promptly remove any permitted materials or any remaining environmental or safety hazard, the City may, at its option (but without any obligation to Nebraska Multi-Sport or any third party to exercise said option) cause the same to be removed at Nebraska Multi-Sport's cost (including, but not limited to, the cost of any excavation and earthwork that is necessary or advisable) and Nebraska Multi-Sport shall reimburse the City the costs incurred to remove the same. Nebraska Multi-Sport hereby irrevocably grants the City, its agents and employees the right to enter the Premises and to take whatever action as is necessary or appropriate to remove the structures or any environmental or safety hazards in accordance with the terms of this permit, and the right of the City to enter the Premises as necessary or appropriate to carry out any other provision of this permit.

6. If any provision, or any portion thereof, contained in this permit is held to be unconstitutional, invalid, or unenforceable, the remaining provisions hereof, or portions thereof, shall be deemed severable, shall not be affected, and shall remain in full force and effect.

## **Miscellaneous**

The conditions and terms of this permit shall be binding upon owner, his successors and assigns.

- 1. The conditions and terms of this permit shall be covenants running with the land and binding upon Nebraska Multi-Sport and, all successors and assigns of Nebraska Multi-Sport.
- 2. Delay of City to terminate this permit on account of breach of Nebraska Multi-Sport of any of the terms hereof shall not constitute a waiver of City's right to terminate, unless it shall have expressly waived said breach and a waiver of the right to terminate upon any breach shall not constitute a waiver of the right to terminate upon a subsequent breach of the terms hereof, whether said breach be of the same or different nature.
- 3. Nothing herein shall be construed to be a waiver or suspension of, or an agreement on the part of the City to waive or suspend, any zoning law or regulation applicable to the Premises except to the extent and for the duration specifically authorized by this permit.
- 4. Any notice to be given by City hereunder shall be in writing and shall be sufficiently given if sent by regular mail, postage prepaid, addressed to the Nebraska Multi-Sport as follows:

**Contact Name and Address:** Craig Scriven  
 Nebraska Multi-Sport Complex  
 13808 F. Street

Mike Casseling – President  
 Nebraska Multi-Sport Complex  
 Board of Directors

Omaha, NE 68137  
(816) 255-8890

13808 F. Street  
Omaha, NE 68137  
(402) 991-2561

**Effective Date:**

The recitals at the beginning of this permit and all exhibits referenced in this permit shall be incorporated into this permit by reference. This permit shall take effect upon the filing hereof with the City Clerk a signed original hereof.

THE CITY OF LA VISTA

By \_\_\_\_\_  
Douglas Kindig, Mayor

Attest:

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Pamela A. Buethe  
City Clerk

## CONSENT AND AGREEMENT

The undersigned does hereby consent and agree to the conditions of this permit and that the terms hereof constitute an agreement on the part of the undersigned to fully and timely perform each and every condition and term hereof, and the undersigned does hereby warrant, covenant and agree to fully and timely perform and discharge all obligations and liabilities herein required by Nebraska Multi-Sport to be performed or discharged.

### Nebraska Multi-Sport:

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

## ACKNOWLEDGMENT OF NOTARY

STATE OF NEBRASKA )  
 ) ss.  
COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2022, before me, a Notary Public duly commissioned and qualified in and for said County and State, appeared Douglas Kindig and Pamela A. Buethe, personally known by me to be the Mayor and City Clerk of the City of La Vista, and the identical persons whose names are affixed to the foregoing Agreement, and acknowledged the execution thereof to be their voluntary act and deed and the voluntary act and deed of said City.

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## Notary Public

## ACKNOWLEDGMENT OF NOTARY

STATE OF NEBRASKA )  
 ) ss.  
COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2022, before me, a Notary Public duly commissioned and qualified in and for said County and State, appeared [\_\_\_\_\_], personally known by me to be the \_\_\_\_\_ of \_\_\_\_\_, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his voluntary act and deed and the voluntary act and deed of said company.

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## Notary Public



## STATEMENT OF OPERATION

November 8, 2021

RE: Conditional Use Permit  
Nebraska Multi-Sport Complex  
13808 F Street  
Omaha, NE 68137

It is the intent of the Nebraska Multi-Sport Complex to obtain a Conditional Use Permit to allow the construction of a multi-use sports complex near the southeast corner of Southport Parkway and Eastport Parkway, to be named the Nebraska Multi-Sport Complex (NMSC).

The proposed facility will consist of twelve (12) multipurpose synthetic turf fields, with lighting and a main concession building, along with a rock parking areas, concrete paved driveways, and additional portable restroom facilities. Eight (8) of the fields will be constructed directly east of Eastport Parkway, while the other four fields will be constructed south of the CB&Q Railroad line, with access off of Giles Road.

The facility will operate approximately between the hours of 4:00 PM and 11:00 PM on Mondays through Fridays, and 8:00 AM through early evening on Saturdays and Sundays. These hours are subject to seasonal variations and demand for use of the facility. During these times of operation, the maximum anticipated number of people at the facility is 600 at any given time. The facility will always have either an on-site facility manager or other personnel present during all regular hours of operation. The facility will not be used without the presence of a staff member.

This proposed soccer complex will host sport practices (group and individual), local soccer matches, local and regional soccer tournaments, clinics and camps, as well as youth introductory programs. It is anticipated that the soccer field construction will provide a boost to the fundraising efforts for the future fieldhouse and other related facilities.

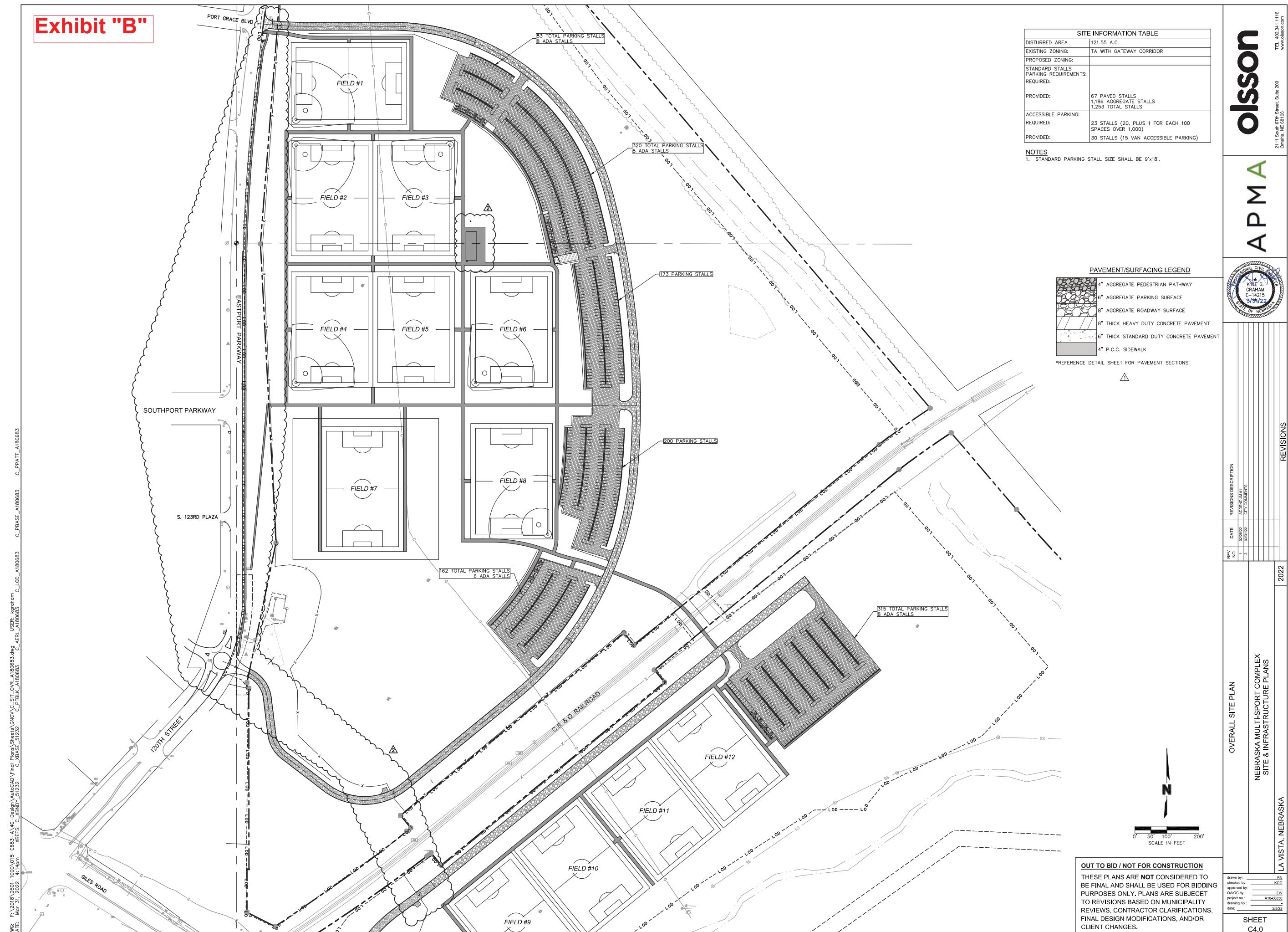
### **Restrooms/Concessions**

The proposed restroom and concessions building consists of one family restroom, six female fixtures, and four male fixtures. It will also include a drinking fountain and full concessions stand. These fixtures will be included in the building permit plans currently being prepared. It is expected that this building will be in operation during all sanctioned events at the complex.

Several portable toilets will be located on-site at all times, but additional portable toilets will be rented for events, based on the anticipated number of teams and spectators. These will likely be delivered on Friday morning and removed Monday morning for weekend tournaments. It is anticipated that portable toilets will be located adjacent to the main pedestrian entrance points from the parking lots, as well as adjacent to ADA parking areas.

The building permit application will include foundation details for each of the concession and restroom buildings, designed by a licensed Nebraska Engineer in accordance with the load requirements provided by the structures' manufacturer.

## Exhibit "B"



**olsson**  
APMA

2111 South 67th Street, Suite 200  
Omaha, NE 68106

TEL: 402-341-1116  
www.olsson.com

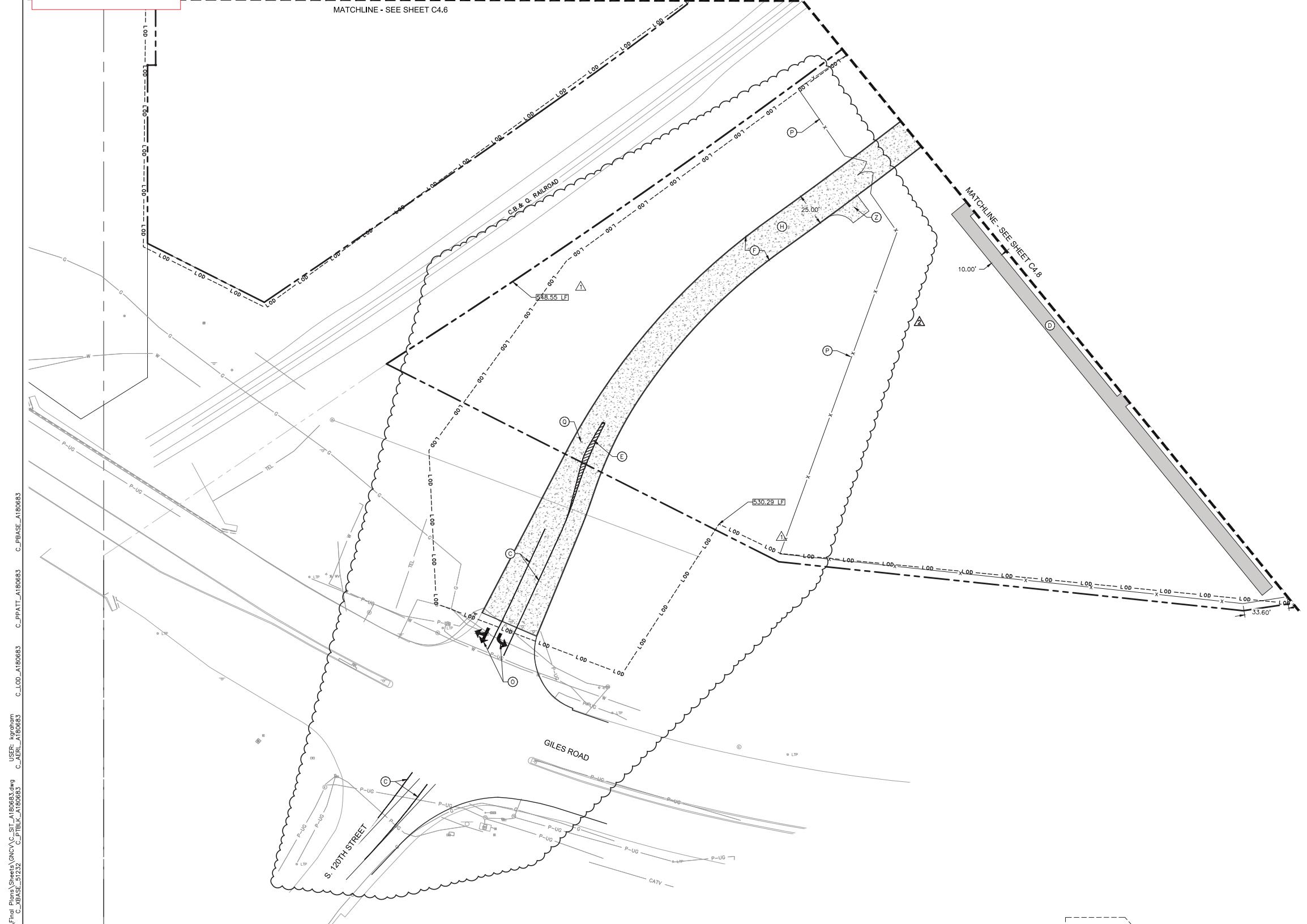








## Exhibit "B"



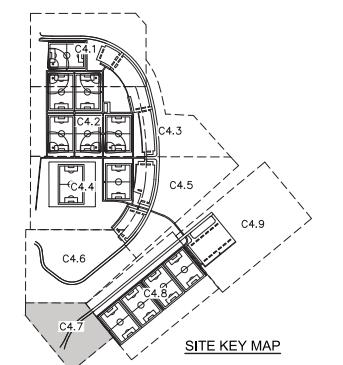
SITE KEY NOTES	
(A)	INSTALL ADA PARKING STALL AND ASSOCIATED STRIPING AND SIGNAGE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS.
(B)	PROPOSED ADA ACCESSIBLE ROUTE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS.
(C)	INSTALL 4-INCH WHITE PAVEMENT STRIPING.
(D)	CONSTRUCT 4-INCH THICK P.C.C. SIDEWALK. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.
(E)	INSTALL 4-INCH WHITE PAVEMENT STRIPING AT 45°, 2-FEET O.C. PAINT SHALL NOT EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYPE).
(F)	CONSTRUCT TYPE 'A' INTEGRAL CURB AND GUTTER. REFERENCE DETAIL SHEET.
(G)	TRANSITION 4" CURB TO NO CURB WITHIN 5'. REFERENCE DETAIL SHEET.
(H)	CONSTRUCT 8-INCH THICK STANDARD DUTY P.C. CONCRETE PAVEMENT. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.
(I)	CONSTRUCT 8-INCH THICK HEAVY DUTY P.C. CONCRETE PAVEMENT. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.

(J)	INSTALL STOP SIGN PER MUTCD STANDARDS
(K)	CONCRETE CURB STOP
(L)	6" AGGREGATE PARKING AREA. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.
(M)	4" AGGREGATE PEDESTRIAN PATH. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.
(N)	CONSTRUCT THICKENED EDGE. REFERENCE DETAIL SHEET.
(O)	INSTALL 50' FLAG POLE
(P)	CONSTRUCT 6-FEET HIGH CHAIN LINK FENCE PER CITY OF OMAHA STANDARD PLATE 807-01.
(Q)	25' FOOT WIDE DOUBLE LEAF SWING GATE. REFERENCE DETAIL SHEET.
(R)	CONSTRUCT CURB RAMP PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS. REFERENCE DETAIL SHEET AND CITY OF OMAHA STANDARD PLATE 504-01. REFERENCE PLAN FOR CURB RAMP TYPE.
(S)	SAWCUT EXISTING PAVEMENT, FULL DEPTH AND CONSTRUCT THICKENED EDGE, PER CITY OF OMAHA STANDARD PLATE 501-02.

(T)	8" AGGREGATE ROADWAY SURFACE. REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS.
(U)	24" TALL POST & CABLE FENCE. REFERENCE SHEET C10.1 FOR DETAIL.
(V)	CHAIN LINK PEDESTRIAN GATE
(W)	STRUCTURAL STOOP AND DOOR. REFERENCE ARCHITECTURAL PLANS FOR EXACT LOCATION, SIZE, AND SLOPE.
(X)	TRASH ENCLOSURE. REFERENCE ARCHITECTURAL PLANS FOR DETAILS.
(Z)	CONCRETE VEHICLE TURNAROUND

PAVEMENT/SURFACING LEGEND	
4" AGGREGATE PEDESTRIAN PATHWAY	6" AGGREGATE PARKING SURFACE
8" AGGREGATE ROADWAY SURFACE	8" THICK HEAVY DUTY CONCRETE PAVEMENT
8" THICK STANDARD DUTY CONCRETE PAVEMENT	6" THICK STANDARD DUTY CONCRETE PAVEMENT
4" P.C.C. SIDEWALK	

\*REFERENCE DETAIL SHEET FOR PAVEMENT SECTIONS



**OUT TO BID / NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT CONSIDERED TO BE FINAL AND SHALL BE USED FOR BIDDING PURPOSES ONLY. PLANS ARE SUBJECT TO REVISIONS BASED ON MUNICIPALITY REVIEWS, CONTRACTOR CLARIFICATIONS, FINAL DESIGN MODIFICATIONS, AND/OR CLIENT CHANGES.

drawn by: IN  
checked by: KG  
QC/QC by: EW  
drawing no.: A18-00862  
date: 2/22  
SHEET C4.7

SITE PLAN  
NEBRASKA MULTISPORT COMPLEX  
SITE & INFRASTRUCTURE PLANS  
LA VISTA, NEBRASKA

olsson  
APMA  
2111 South 77th Street, Suite 200  
Omaha, NE 68106  
TEL: 402-341-1116  
www.olsson.com



October 27, 2021

Kyle Graham  
Olsson Associates  
2111 S. 67<sup>th</sup> Street, Suite 300  
Omaha, NE 68106

RE: Conditional Use Permit – Initial Review  
Nebraska Multisport Complex  
8505 Eastport Parkway  
Private Recreation Facility

Mr. Graham:

Thank you for your submittal of Nebraska Multisport Complex CUP request to allow for a private recreation facility northeast of Eastport Parkway and Giles Road. Based on the elements for consideration set forth in Article 6.05 of the Zoning Ordinance, our staff has reviewed the submittal and has provided the following comments:

1. Section 6.05.01 and Section 6.05.04 – The Applicant has submitted a grading plan for this project in which private roadways and/or drives will interact with public roadways at existing intersections. The geometry of the roadway and potential pedestrian facilities will need to be evaluated to ensure proper roadway connections and traffic control devices for the orderly movement of staff, visitors, and emergency vehicles. In order to adequately analyze the CUP request, please submit a full site plan, including locations of lights, structures, sidewalks/trails, and other aspects pertinent to this application.
2. Applicant has stated the desire to have rock parking areas as part of this development. The use of rock in the place of paved parking spaces is not currently allowed as per Section 7.05.03 of the Zoning Ordinance. However, staff is currently working on amendments to the Zoning Ordinance, one of which is an allowance for recreation facilities to use rock for parking areas.

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

Staff will keep you informed of the status of these changes as these amendments proceed through the review process by Planning Commission and City Council. However, ADA designated stalls/aisles will still need to meet ADA requirements.

3. Please provide a parking plan that details the number of stalls to be provided for the various phases/events of the development to ensure that adequate off-street parking is provided. Please also include details such as how the parking stalls in the crushed rock parking area will be identified, and a description of any alternative measure for how parking demand will be handled on days with large events.
4. Section 6.05.01 – The grading plan proposes grading into the public Right of Way. The Applicant's Engineer is currently working with Public Works to evaluate the grading, and work through any provisions and/or processes that may be required for grading within the public Right of Way.
5. Section 6.05.01 – Applicant will need to continue to coordinate with utility providers for onsite utilities, and the BNSF Railroad for certain items of work and/or improvements on this project.
6. Section 6.05.01 – Applicant's Engineer will need to continue to coordinate with Public Works to establish a sewer connection for applicable facilities.

Please be aware of the intent of City of Omaha to repair a sanitary sewer siphon under the West Papio Creek, between the railroad bridge and the confluence with Hell Creek.

7. Section 6.05.01 – Accessibility requirements will need to be pursuant to Article 7 of the Subdivision Regulations.
8. Section 6.05.04 – Applicant will need to coordinate with the P-MRNRD and the USACE for any applicable permitting for work within the floodplain and/or any potentially jurisdictional waterways.
9. Section 6.04.04 – Applicant will need to demonstrate the site drainage and postconstruction requirements pursuant to Section 154 of the Municipal Code.

10. Section 6.05.05 & Section 6.05.10 – The Applicant has submitted a draft Traffic Impact Analysis which is currently being reviewed by staff and the City's third-party traffic engineer. Provisions for traffic control and other improvement may result from the traffic study and subsequent discussions with the applicant.
11. The applicant will need to provide proof of FAA approval prior to issuance of a building permit.
12. As the site lies with the Gateway Corridor District (Overlay District) the development will need to proceed through the architectural design review approval process. This includes structures, lighting, landscaping and other aspects as set forth within the Gateway Corridor District Design Guidelines. Language within the CUP document will note that the architectural design review process will need to be completed prior to submittal for building permit.
13. Please provide an operations plan pertaining to restroom facilities to include the number of restrooms to be located in the restroom/concessions building, the number of portable restrooms to be placed on-site during games/tournaments, the proposed locations for said temporary restroom facilities, the approximate timing for which the portable facilities will be delivered and removed from the site, etc.

A draft of the Conditional Use Permit has been enclosed. Please review the document and inform us of any questions or concerns that you may have in concern to it.

Please submit four copies of revised documents, along with an electronic copy, by noon on November 8<sup>th</sup>, 2021 in order to continue to be considered for the December 2, 2021 Planning Commission meeting. If you cannot re-submit by this date, or additional changes are required after the next submittal, the application will be considered for the following Planning Commission meeting.

Should you have any questions please contact me at 402-593-6400.

Sincerely,



Christopher Solberg, AICP  
Deputy Community Development Director

Enclosure

Cc:    Bruce Fountain, AICP – Community Development Director  
      Cale Brodersen, AICP – Assistant City Planner  
      Pat Dowse, PE – City Engineer  
      Craig Scriven – Nebraska Multi-Sport Complex



November 8, 2021

Christopher Solberg  
Community Development  
La Vista City Hall  
8116 Park View Boulevard  
La Vista, NE 68128

RE: Conditional Use Permit (CUP) – Initial Review Comments  
Southport Pkwy & Eastport Pkwy  
Nebraska Multi-Sport Complex (NMSC) CUP

Dear Christopher,

Please see the owner and design teams' responses to the initial CUP Comments as provided by your staff:

1. Section 6.05.01 and Section 6.05.04 – The Applicant has submitted a grading plan for this project in which private roadways and/or drives will interact with public roadways at existing intersections. The geometry of the roadway and potential pedestrian facilities will need to be evaluated to ensure proper roadway connections and traffic control devices for the orderly movement of staff, visitors, and emergency vehicles. In order to adequately analyze the CUP request, please submit a full site plan, including locations of lights, structures, sidewalks/trails, and other aspects pertinent to his application.
  - a. *A Site Plan is enclosed, showing the locations of fields, sidewalks, roads, parking, drainage improvements, and site lighting. Roadway connections will be designed during grading activities in coordination with La Vista Public Works. Final design of pavement, parking, lighting site utilities will be performed in accordance with the attached Site Plan.*
2. Applicant has stated the desire to have rock parking areas as part of this development. The use of rock in the place of paved parking spaces is not currently allowed as per Section 7.05.03 of the Zoning Ordinance. However, staff is currently working on amendments to the Zoning Ordinance, one of which is an allowance for recreation facilities to use rock for parking areas. Staff will keep you informed of the status of these changes as these amendments proceed through the review process by Planning Commission and City Council. However, ADA designated stalls/aisles will still need to meet ADA requirements.
  - a. *Olsson will continue to coordinate with the City regarding the use of rock parking areas on this project. All ADA parking stalls will be concrete and will be designed in accordance with ADA requirements. ADA compliant sidewalks will be constructed for access to each of the twelve soccer fields.*
3. Please provide a parking plan that details the number of stalls to be provided for the various phases/events of the development to ensure that adequate off-street parking is provided. Please also include details such as how the parking stalls in the crushed rock parking area will be identified, and a description of any alternative measure for how parking demand will be handled on days with large events.
  - a. *A Site Plan is enclosed, showing the location and number of parking stalls. This parking layout is preliminary and will be refined during final paving and infrastructure design. Additional parking will be added in the future if and when the fieldhouse is constructed. Olsson will continue to coordinate with the City to ensure adequate parking counts.*

4. Section 6.05.01 – The grading plan proposes grading into the public Right of Way. The Applicant's Engineer is currently working with Public Works to evaluate the grading, and work through any provisions and/or processes that may be required for grading within the public Right of Way.
  - a. *Olsson will continue working with Public Works to ensure adequate clear zone along Eastport Parkway, along with maintaining utility cover and replacing property corners that may be damaged during grading activities.*
5. Section 6.05.01 – Applicant will need to continue to coordinate with utility providers for onsite utilities, and the BNSF Railroad for certain items of work and/or improvements on this project.
  - a. *NMSC is currently coordinating with Magellan (petroleum pipeline), OPPD (on-site power), MUD (on-site water), BNSF (railroad crossing), USACE (404 permit and wetland impacts), and the FAA.*
6. Section 6.05.01 – Applicant's Engineer will need to continue to coordinate with Public Works to establish a sewer connection for applicable facilities.

Please be aware of the intent of City of Omaha to repair a sanitary sewer siphon under the West Papio Creek, between the railroad bridge and the confluence with Hell Creek.

- a. *Olsson has been in contact with City of La Vista regarding the sanitary sewer connection for this project and will continue coordinating with La Vista and Omaha Public Works Departments as infrastructure design progresses.*
7. Section 6.05.01 – Accessibility requirements will need to be pursuant to Article 7 of the Subdivision Regulations.
  - a. *ADA accessible sidewalks and parking will be designed throughout the site, in accordance with the ADA.*
8. Section 6.05.04 – Applicant will need to coordinate with the P-MRNRD and the USACE for any applicable permitting for work within the floodplain and/or any potentially jurisdictional waterways.
  - a. *NMSC has received a 404 permit to construct the detention pond outlet flared end sections, and Olsson has submitted a modification to impact all wetlands on-site. Wetland mitigation will be done at the south end of the site, adjacent to Field #12.*
  - b. *A Floodplain Development Permit has been submitted to the City and is currently under review by the PMRNRD. The hydraulic model reflects no adverse floodway impacts due to the site grading.*
9. Section 6.04.04 – Applicant will need to demonstrate the site drainage and postconstruction requirements pursuant to Section 154 of the Municipal Code.
  - a. *Olsson is currently preparing a Post-Construction Stormwater Management Plan, in accordance with the submitted Grading Plans and conceptual site plans. Any plan revisions as a result of City comments will be reflected on the PCSMP. Anticipated PCSMP submittal date is 11/24/21.*
10. Section 6.05.05 & Section 6.05.10 – The Applicant has submitted a draft Traffic Impact Analysis which is currently being reviewed by staff and the City's third-party traffic engineer. Provisions for traffic control and other improvement may result from the traffic study and subsequent discussions with the applicant.
  - a. *Olsson met with City staff on 10/26/21 to discuss the Traffic Impact Study. The only traffic improvement necessary as part of this project is the installation of a traffic signal at 120<sup>th</sup> & Giles Road. Design of that signal is underway and will be included in the upcoming infrastructure design.*
11. The applicant will need to provide proof of FAA approval prior to issuance of a building permit.
  - a. *NMSC has contacted the FAA regarding the approval process. Olsson will submit the lighting heights and locations to the FAA for review and approval.*

12. As the site lies within the Gateway Corridor District (Overlay District) the development will need to proceed through the architectural design review approval process. This includes structures, lighting, landscaping, and other aspects as set forth within the Gateway Corridor District Design Guidelines. Language within the CUP document will note that the architectural design review process will need to be completed prior to submittal for building permit.
  - a. *NMSC will follow the architectural design review process as required.*
13. Please provide an operations plan pertaining to restroom facilities to include the number of restrooms to be located in the restroom/concessions building, the number of portable restrooms to be placed on-site during games/tournaments, the proposed locations for said temporary restroom facilities, the approximate timing for which the portable restroom facilities will be delivered and removed from the site, etc.
  - a. *The proposed building consists of one family restroom, six female fixtures, and four male fixtures. It will also include a drinking fountain and full concessions stand inside the building. These fixtures will be included in the building permit plans currently being prepared. It is expected that this building will be in operation during all sanctioned events at the complex.*
  - b. *A few portable toilets would be located on-site at all times, but additional portable toilets would be rented for events, based on the anticipated number of teams and spectators. These would be delivered on Friday morning and removed Monday morning for weekend tournaments. It is anticipated that these would be located adjacent to the main pedestrian entrance points from the parking lots, as well as adjacent to ADA parking areas.*

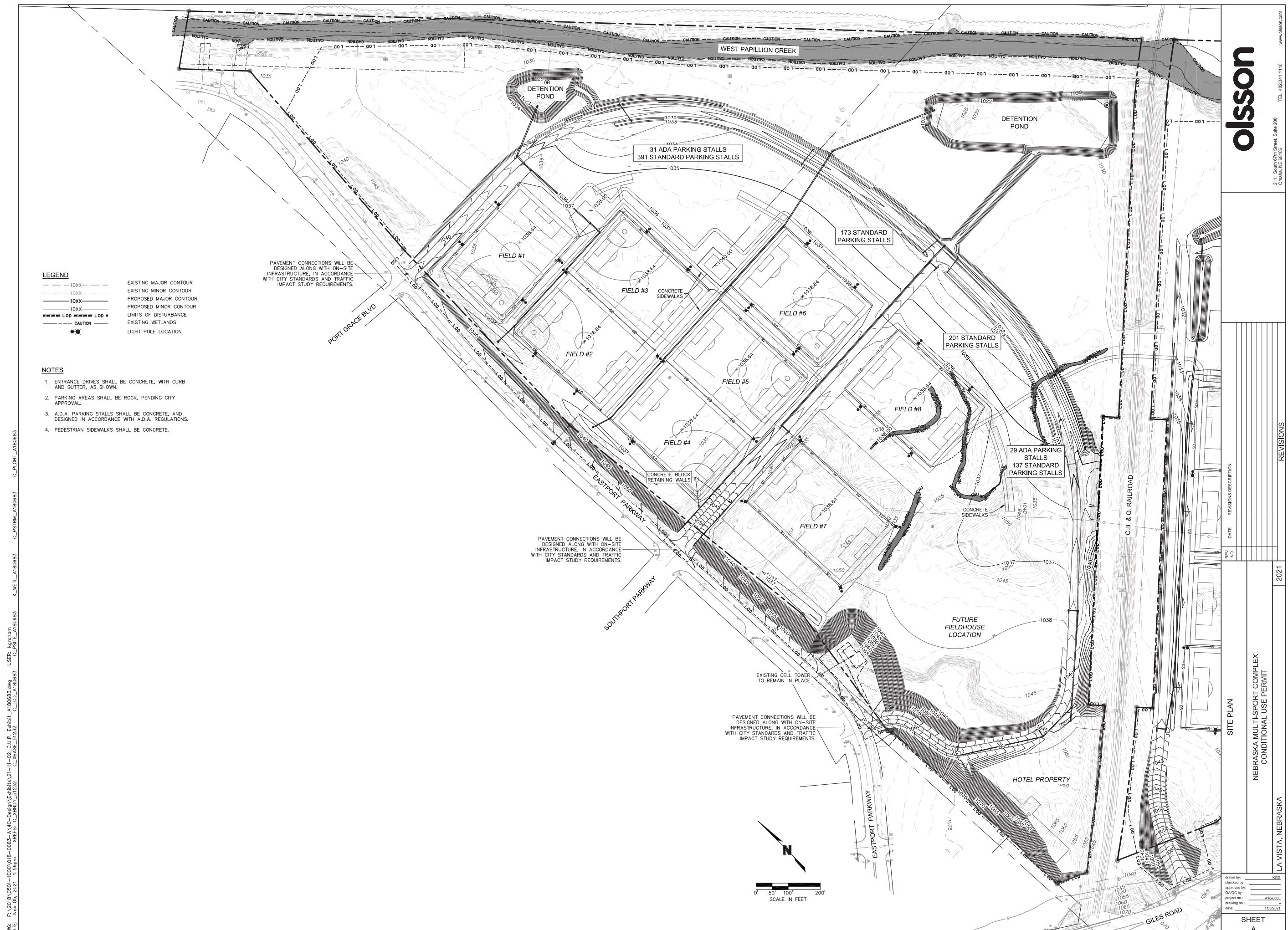
Please review the responses above, as well as the attached exhibits, and let me know if you have any further questions or comments.

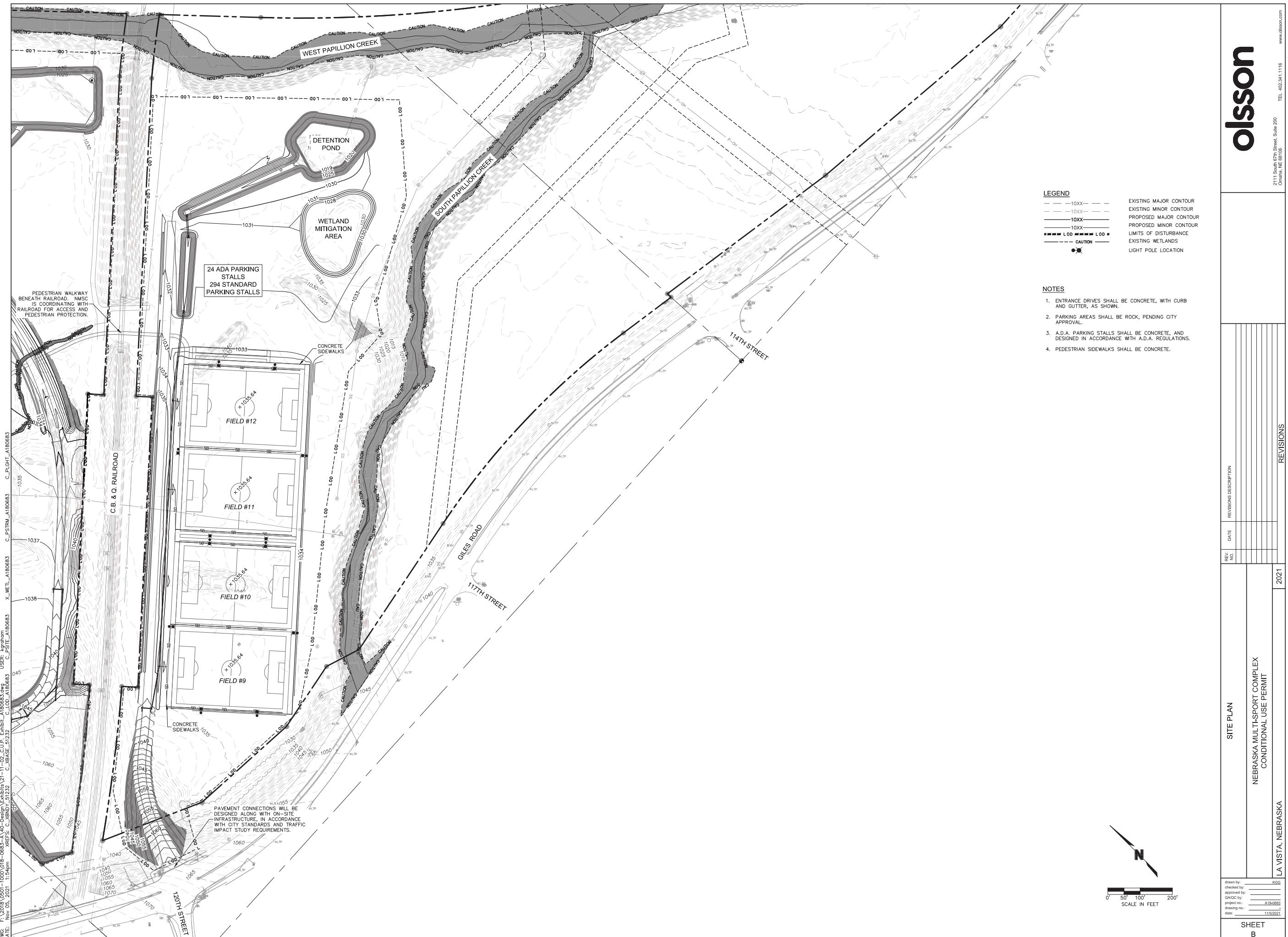
Thanks!



Kyle Graham, PE

CC: Pat Dowse, City Engineer  
Mike Cassling, Nebraska Multi-Sport Complex  
File







February 8, 2022

Chris Solberg  
Community Development  
La Vista City Hall  
8116 Park View Boulevard  
La Vista, NE 68128

RE: Conditional Use Permit (C.U.P.) – Initial Review Comments  
Southport Pkwy & Eastport Pkwy  
Nebraska Multi-Sport Complex (NMSC) C.U.P.

Dear Chris,

Please see the owner and design teams' responses to the initial C.U.P. Comments as provided by your staff:

1. Section 6.05.01 and Section 6.05.04 – The Applicant has submitted a grading plan for this project in which private roadways and/or drives will interact with public roadways at existing intersections. The geometry of the roadway and potential pedestrian facilities will need to be evaluated to ensure proper roadway connections and traffic control devices for the orderly movement of staff, visitors, and emergency vehicles. In order to adequately analyze the CUP request, please submit a full site plan, including locations of lights, structures, sidewalks/trails, and other aspects pertinent to his application.
  - a. *A REVISED Site Plan is enclosed, showing the locations of turf fields, sidewalks, roads, parking, drainage improvements, and site lighting. Off-site roadway and traffic signal improvements will be designed in the next couple months in coordination with La Vista Public Works.*
2. Applicant has stated the desire to have rock parking areas as part of this development. The use of rock in the place of paved parking spaces is not currently allowed as per Section 7.05.03 of the Zoning Ordinance. However, staff is currently working on amendments to the Zoning Ordinance, one of which is an allowance for recreation facilities to use rock for parking areas. Staff will keep you informed of the status of these changes as these amendments proceed through the review process by Planning Commission and City Council. However, ADA designated stalls/aisles will still need to meet ADA requirements.
  - a. *Olsson has designed the on-site rock roadways and parking to consist of a crushed limestone base with recycled asphalt surface course. All ADA parking stalls will be concrete and will be designed in accordance with ADA requirements. ADA compliant sidewalks will be constructed for access to each of the twelve soccer fields.*
3. Please provide a parking plan that details the number of stalls to be provided for the various phases/events of the development to ensure that adequate off-street parking is provided. Please also include details such as how the parking stalls in the crushed rock parking area will be identified, and a description of any alternative measure for how parking demand will be handled on days with large events.
  - a. *A Site Plan is enclosed, showing the location and number of parking stalls. Additional parking will be added in the future when the fieldhouse is constructed. NMSC will prepare an Event Management Plan for City review and approval prior to opening of the complex. Discussions are being had with adjacent property owners to account for parking overflow during large events, and the result of those discussions will be included in the Event Management Plan.*

4. Section 6.05.01 – The grading plan proposes grading into the public Right of Way. The Applicant's Engineer is currently working with Public Works to evaluate the grading, and work through any provisions and/or processes that may be required for grading within the public Right of Way.
  - a. *Olsson will continue working with Public Works to ensure adequate clear zone along Eastport Parkway, along with maintaining utility cover and replacing property corners that may be damaged during grading activities.*
5. Section 6.05.01 – Applicant will need to continue to coordinate with utility providers for onsite utilities, and the BNSF Railroad for certain items of work and/or improvements on this project.
  - a. *NMSC is currently coordinating with Magellan (petroleum pipeline), OPPD (on-site power), MUD (on-site water), BNSF (railroad crossing), USACE (404 permit and wetland impacts), and the FAA.*
6. Section 6.05.01 – Applicant's Engineer will need to continue to coordinate with Public Works to establish a sewer connection for applicable facilities.

Please be aware of the intent of City of Omaha to repair a sanitary sewer siphon under the West Papio Creek, between the railroad bridge and the confluence with Hell Creek.

- a. *Olsson has been in contact with City of La Vista regarding the sanitary sewer connection for this project and will continue coordinating with La Vista and Omaha Public Works Departments for review of the lift station and sanitary sewer connection.*
7. Section 6.05.01 – Accessibility requirements will need to be pursuant to Article 7 of the Subdivision Regulations.
  - a. *ADA accessible sidewalks and parking will be installed throughout the site, in accordance with the ADA.*
8. Section 6.05.04 – Applicant will need to coordinate with the P-MRNRD and the USACE for any applicable permitting for work within the floodplain and/or any potentially jurisdictional waterways.
  - a. *NMSC received 404 permit approval to construct the detention pond outlet pipes and is awaiting approval for impacts to the remaining on-site wetlands. Once mass grading is complete, the wetland mitigation area adjacent to Field #12 will be seeded in accordance with the mitigation plan.*
  - b. *A Floodplain Development Permit was submitted for review and approved by the City of La Vista and the PMRNRD.*
9. Section 6.04.04 – Applicant will need to demonstrate the site drainage and postconstruction requirements pursuant to Section 154 of the Municipal Code.
  - a. *Olsson is currently preparing a Post-Construction Stormwater Management Plan, in accordance with the Mass Grading Plans and Site Plans. Sediment calculations and post-construction calculations were completed during design of the detention ponds. Final PCSMP report and calculations shall be submitted to the City for review prior to building permit application.*
10. Section 6.05.05 & Section 6.05.10 – The Applicant has submitted a draft Traffic Impact Analysis which is currently being reviewed by staff and the City's third-party traffic engineer. Provisions for traffic control and other improvement may result from the traffic study and subsequent discussions with the applicant.
  - a. *Olsson met with City staff on 10/26/21 and 12/22/22 to discuss the Traffic Impact Study and off-site public improvements. Per these two meetings and an email from Pat Dowse dated 1/7/22, NMSC will be required to construct a roundabout at the southern intersection of Eastport Parkway. A traffic signal will be constructed at 120<sup>th</sup> & Giles Road. Design of the roundabout and traffic signal shall be completed in the spring in coordination with City of La Vista Public Works.*

11. The applicant will need to provide proof of FAA approval prior to issuance of a building permit.
  - a. *FAA approved all light poles on-site on 1/14/22.*
12. As the site lies within the Gateway Corridor District (Overlay District) the development will need to proceed through the architectural design review approval process. This includes structures, lighting, landscaping, and other aspects as set forth within the Gateway Corridor District Design Guidelines. Language within the C.U.P. document will note that the architectural design review process will need to be completed prior to submittal for building permit.
  - a. *Architectural Plans will be submitted to City of La Vista for Gateway Corridor District review.*
13. Please provide an operations plan pertaining to restroom facilities to include the number of restrooms to be located in the restroom/concessions building, the number of portable restrooms to be placed on-site during games/tournaments, the proposed locations for said temporary restroom facilities, the approximate timing for which the portable restroom facilities will be delivered and removed from the site, etc.
  - a. *The proposed building consists of one family restroom, six female fixtures, and four male fixtures. It will also include a drinking fountain and full concessions stand inside the building. These fixtures will be included in the building permit plans currently being prepared. It is expected that this building will be in operation during all sanctioned events at the complex.*
  - b. *Temporary Restroom Trailers will be placed on-site between Fields 7 and 8 and to the east of Field 12, as shown on the attached CUP Exhibit. It is anticipated that these trailers will remain on-site throughout the main tournament season. Permanent restroom and concession buildings will be constructed at these two locations during Phase 2 along with the fieldhouse.*

Please review the responses above, as well as the attached exhibits, and let me know if you have any further questions or comments.

Thanks!



Kyle Graham, PE

CC: Pat Dowse, City Engineer  
Craig Scriven, Nebraska Multi-Sport Complex  
Paul Cox, CBRE  
File



# STATEMENT OF OPERATION

February 8, 2022

RE: Conditional Use Permit  
Nebraska Multi-Sport Complex  
13808 F Street  
Omaha, NE 68137

It is the intent of the Nebraska Multi-Sport Complex to obtain a Conditional Use Permit to allow the construction of a multi-use sports complex near the southeast corner of Southport Parkway and Eastport Parkway, to be named the Nebraska Multi-Sport Complex (NMSC).

The proposed facility will consist of twelve (12) multipurpose synthetic turf fields, with lighting and a main concession building, along with a rock parking areas, concrete paved driveways, and additional portable restroom facilities. Eight (8) of the fields will be constructed directly east of Eastport Parkway, while the other four fields will be constructed south of the CB&Q Railroad line, with access off of Giles Road. 10' wide sidewalks will be constructed throughout the complex to convey pedestrian traffic.

The facility will operate approximately between the hours of 4:00 PM and 11:00 PM on Mondays through Fridays, and 8:00 AM through early evening on Saturdays and Sundays. These hours are subject to seasonal variations and demand for use of the facility. During these times of operation, the maximum anticipated number of people at the facility is 600 at any given time. The facility will always have either an on-site facility manager or other personnel present during all regular hours of operation. The facility will not be used without the presence of a staff member.

This proposed soccer complex will host sport practices (group and individual), local soccer matches, local and regional soccer tournaments, clinics and camps, as well as youth introductory programs. It is anticipated that the soccer field construction will provide a boost to the fundraising efforts for the future fieldhouse and other related facilities.

## **Parking/ADA Access**

The entrances into the complex will be concrete pavement with curb and gutter, however the main loop road and the parking lots will consist of a crushed limestone base with recycled asphalt surface course. 1,258 parking stalls are present, including 32 concrete ADA parking stalls, with ADA sidewalk access to each of the soccer fields.

## **Restrooms/Concessions**

The proposed restroom and concessions building consists of one family restroom, six female fixtures, and four male fixtures. It will also include a drinking fountain and full concessions stand. These fixtures will be included in the building permit plans currently being prepared. It is expected that this building will be in operation during all sanctioned events at the complex.

Two additional portable restroom trailers will be located on-site during the main tournament season each year, similar to the example photo below. The locations of these temporary restrooms are shown on the attached CUP Exhibit. Power for the trailers will be pulled from the adjacent light poles, while water for the trailers will be stored internally and refilled as necessary. Permanent restroom facilities will be constructed at these two locations during the next phase of construction, along with the fieldhouse. These will likely be delivered in March and picked up in October, being cleaned as necessary throughout.

#### **Temporary 4-Stall Restroom Trailer**



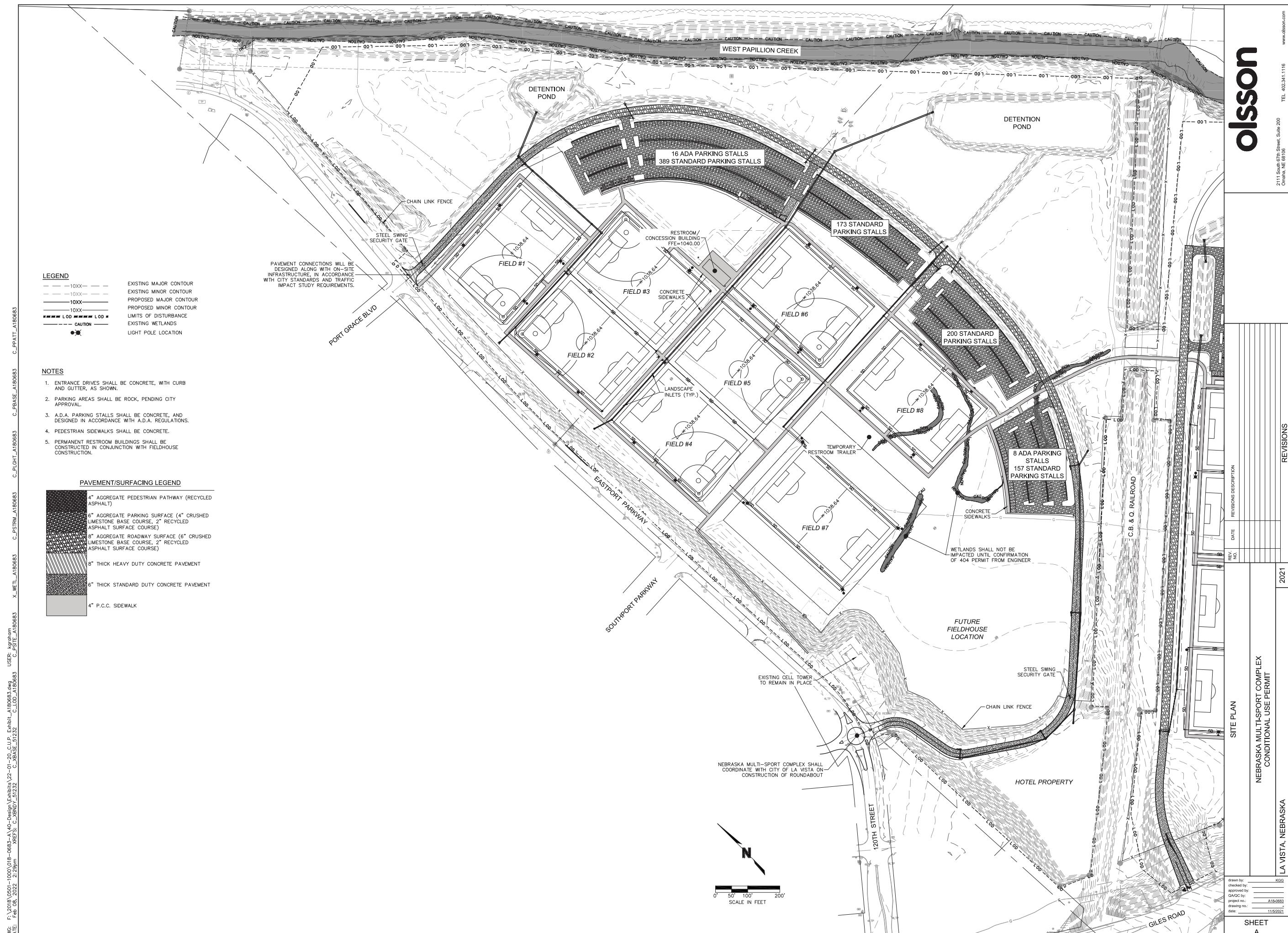
The building permit application will include foundation details for the concession/restroom building, designed by a licensed Nebraska Engineer in accordance with the load requirements provided by the manufacturer.

#### **Traffic Control**

An Event Management Plan is being prepared to help guests of the complex navigate to and from the facility, and reduce the traffic congestion coming off of Giles Road. The Event Management Plan shall be reviewed and approved by the City of La Vista prior to opening of the complex.

A roundabout will be constructed at the southern entrance to the facility, just northeast of 120<sup>th</sup> & McDermott Plaza, as shown on the attached CUP Exhibit. Design of this intersection will be performed with input from City of La Vista Public Works in the coming months.

A new traffic signal arm will be constructed at the intersection of Giles Road and S 120<sup>th</sup> Street in accordance with the approved Traffic Impact Study. Design of this traffic signal will be submitted to the City of La Vista for review and approval in the coming months.





# **Nebraska Multi-sport Complex**

## **TRAFFIC IMPACT STUDY**

### **La Vista, NE**

**Prepared For:**  
Nebraska Multi-Sport Complex

**Prepared By:**  
Olsson  
2111 S. 67<sup>th</sup> Street, Suite 200  
Omaha, NE  
68106

Olsson Project No. A18-0683  
February 2022



**olsson**

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- Appendix B Existing Capacity Analysis Synchro Reports
- Appendix C Olsson 2021 Traffic Study
- Appendix D MAPA Traffic Volumes Projections
- Appendix E 2025 Capacity Analysis Synchro Reports
- Appendix F 2050 Capacity Analysis Synchro Reports
- Appendix G 2025 Plus Site Capacity Analysis Synchro Report
- Appendix H 2050 Plus Site Capacity Analysis Synchro Report

# EXECUTIVE SUMMARY

This report documents the results of impact analyses conducted for a proposed multi-sport development bounded by Giles Road on the south and 120<sup>th</sup> Street / Eastport Parkway (Eastport Parkway) on the west in La Vista, Nebraska. This study reviewed the operations at study intersections for 2025 (multiple scenarios) and 2050 conditions (multiple scenarios).

There are three access points proposed as part of the development, two along Eastport Parkway at the intersections of Port Grace Plaza and Port Grace Boulevard, and the third access is proposed as the future north leg of 120<sup>th</sup> Street and Giles Road. An additional site access configuration proposes a fourth site drive at Eastport Parkway and Southport Parkway. Site trips were generated based on rates prescribed in the ITE Trip Generation Manual (10<sup>th</sup> Edition) and were applied to the study network. Capacity analysis, intersection control evaluation, pedestrian access evaluation, and a review of regional and local transportation studies were performed to determine roadway improvements.

Based on the results of the capacity analysis and intersection control evaluations, the following improvements are recommended:

## **Giles Road**

- Update signal timings throughout the corridor when the facility opens.
- \*Construct six-lane divided section from Harrison Street through 120<sup>th</sup> Street.
  - When Giles Road widens to a six-lane section, signal timings should again be revisited and updated.

## **I-80 and Giles Road Interchange**

- Construct additional northbound Giles Road to eastbound I-80 lane to improve lane utilization along Giles Road.
  - The configuration would include one exclusive northbound right-turn lane and one shared through-right lane. An additional I-80 eastbound on-ramp lane is not included in the MTIS study and should be coordinated with the NDOT.
- \*Construct additional southbound Giles Road to westbound I-80 lane as a “free right” north of the interchange.
- Extend northbound left-turn lane to include 400 feet of storage length.
  - Consider constructing dual left-turn lanes with the expansion of the bridge with the widening of Giles to a six-lane section. This should be reevaluated before the widening project begins.
- All improvements at the interchange should be coordinated between the City of La Vista and the NDOT to determine timeframe and implementation to improve current queuing issues.

### **Giles Road and Harrison Street**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.

### **Giles Road and West Giles Road / Eastport Parkway**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.
- Construct dual northbound right-turn lanes with at least 200 feet of storage length.
  - Modify signal phasing to protected plus overlap phasing.
- Construct dual northbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.

### **120<sup>th</sup> Street and Giles Road**

- Construct the north leg of the intersection with a dedicated left-turn lane and a shared through-right lane.
  - With the construction of the north leg of the intersection, a traffic signal will need to be installed
- Evaluate the need for dual northbound left-turn lanes. If dual lefts are determined to be needed, construct dual lefts with at least 250 feet of storage length.

### **Eastport Parkway and Port Grace Boulevard**

- Construct access as proposed.

### **Eastport Parkway and Southport Parkway**

- Construct access as proposed (if constructing the access is preferred).

### **Eastport Parkway and Port Grace Plaza**

- Construct access as proposed (roundabout).

### **Eastport Parkway and McDermott Plaza**

- Consider restricting the intersection to ¾ left-in or right-in, right-out.
  - In either case, westbound left-turning movements would turn right to make a u-turning movement at the roundabout at Port Grace Plaza. There is anticipated to be sufficient intersection capacity to handle these movements.
  - As a right-in, right-out intersection, constructing a median through the intersection would allow for a two-stage pedestrian crossing.

\*Roadway improvements recommended by MTIS.

If two site access points along Eastport Parkway are constructed, roundabout intersection control should be strongly considered. If the additional access point at Southport Parkway is constructed, either two-way stop-control or roundabout control would be supported by the analysis performed in this report. Roundabouts would provide a greater benefit to vehicular and pedestrian traffic along the corridor.

### **Event Management**

Event site traffic is anticipated to be the highest trip generator of the site; therefore, a conceptual event management plan has been identified:

- Modify the La Vista Papillion guide signs along Interstate 80 to include the Nebraska Multi Sport Complex. The guide signs immediately to the east and west of the interchange should be modified.
- Modify the complementary La Vista Papillion guide signs on the interstate exit ramp terminals to include the Nebraska Multi Sport Complex. The signs are located approximately 555 feet east and 300 feet west of the I-80 westbound ramp and I-80 eastbound ramp intersections, respectively.
- Develop a signal timing plan to mitigate delay at the minor-approach movements during events. The timing plan should consider the progression along Giles Road such that the 95<sup>th</sup> percentile queue lengths are not extended past the adjacent intersections.
- Coordinate with the City of La Vista Police Department to develop an event management plan to determine if police staff and/or active traffic control will be needed on site or in the study area during events. A focus of this should be to direct traffic to access points not along Giles Road to help alleviate delay and congestion during traffic peaks.

## 1. INTRODUCTION AND OBJECTIVES

This report documents the results of traffic impact analyses conducted for the proposed multi-sport development located north of Giles Road and east of Eastport Parkway in La Vista, Nebraska. The purpose of this report is to determine the number of site trips generated and traffic impacts of the proposed development on the existing roadway network. A map showing the general location of the proposed site is illustrated in **Figure 1**.

Specific recommendations are included at the end of this report to help mitigate the traffic impacts. The following scenarios were analyzed as part of this study:

- Existing
- 2025 Background
- 2050 Background
- 2025 plus Site
- 2050 plus Site

## 2. DATA COLLECTION

The data collection effort included obtaining peak hour turning movement counts (TMC) and documentation of current roadway geometrics and traffic control. Olsson coordinated intersection turning movement counts (TMC) on Thursday, August 19, 2021 and Saturday, August 21, 2021 at the following intersections:

- Giles Road and Harrison Street
- Eastport Parkway and Harrison Street
- Giles Road and I-80 Westbound Ramps
- Giles Road and I-80 Eastbound Ramps
- Giles Road and Southport Parkway
- Giles Road and West Giles Road / Eastport Parkway
- 120<sup>th</sup> Street and Giles Road
- Eastport Parkway and Port Grace Boulevard
- Eastport Parkway and Southport Parkway
- Eastport Parkway and Port Grace Plaza
- Eastport Parkway and McDermott Plaza

The counts were taken in 15-minute intervals from 3 – 7 p.m. (PM) during the Thursday counts and from 10 a.m. – 1 p.m. (SAT) during the Saturday counts. The majority of PM and Saturday peaks occurred at 4:15-5:15pm and 11:45am-12:45pm, respectively. **Figure 2** summarizes the most recent TMCs, and raw data collected from this study can be found in **Appendix A**.

LEGEND



Study Intersections



Project Site

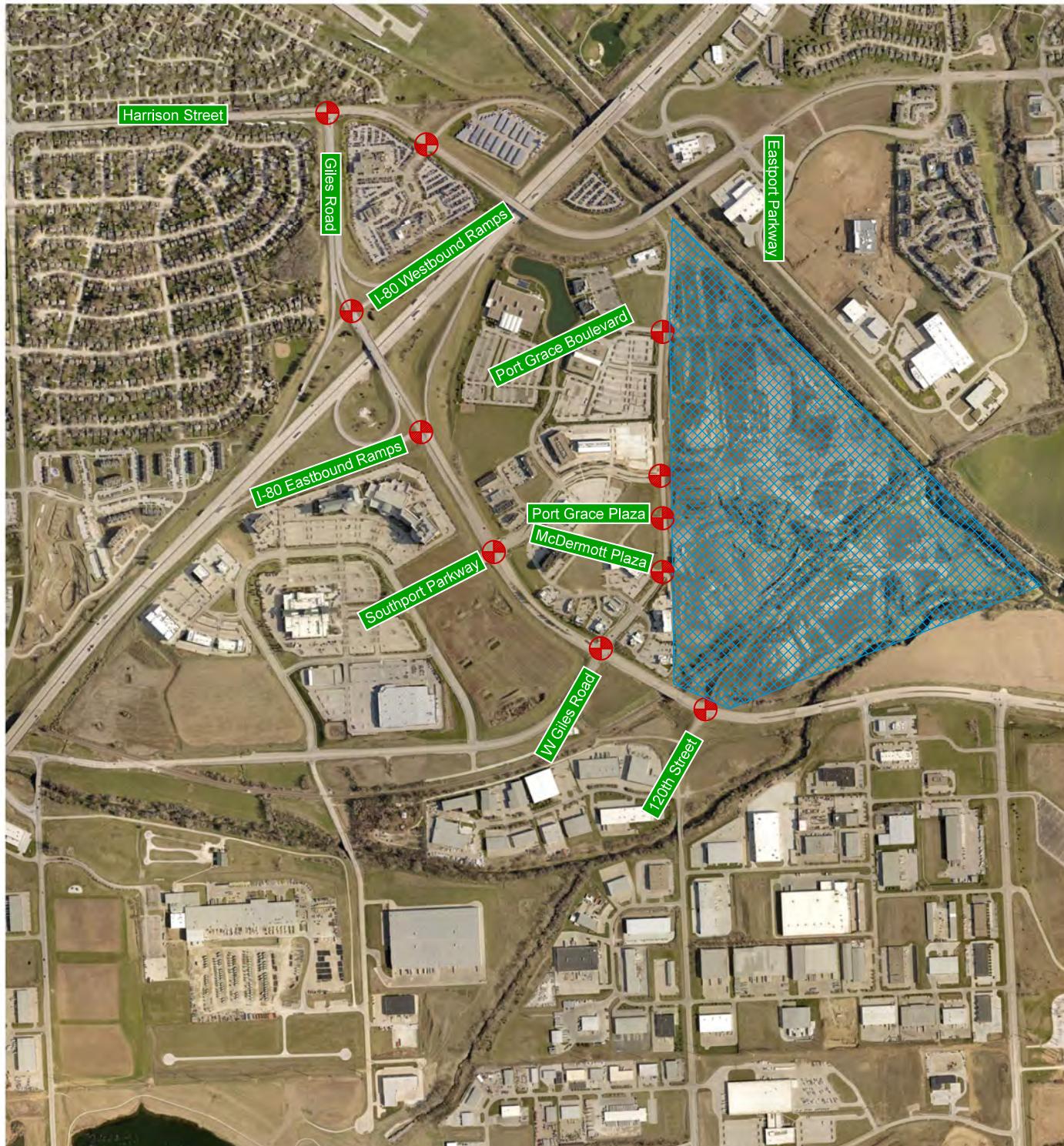


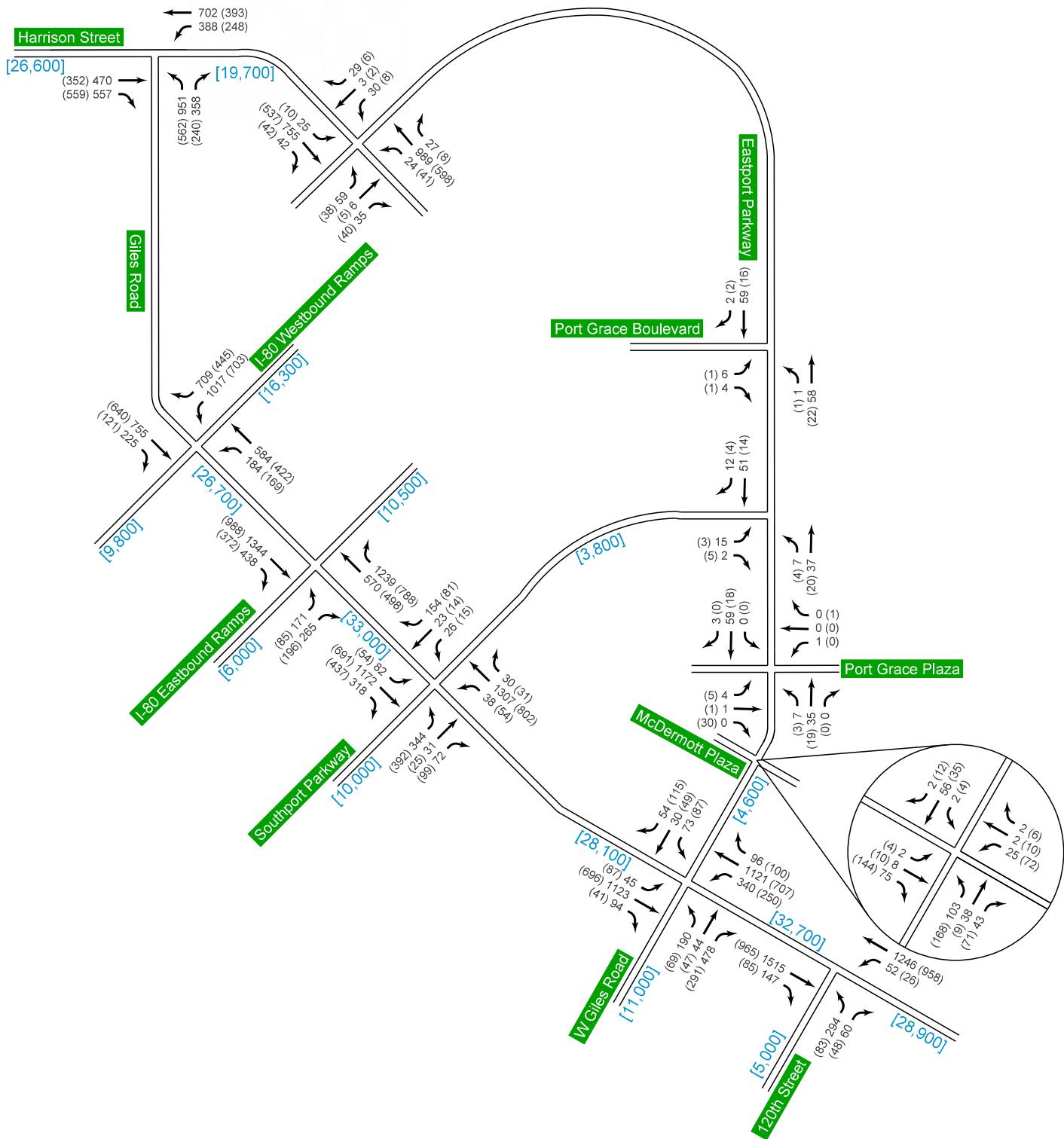
Figure 1. Vicinity Map for the proposed Multi-sport Complex; La Vista, Nebraska

## LEGEND

### PM (SAT) Peak Hour Volume



## [ XX,XXX ] Existing ADTs



**Figure 2. Existing Traffic Volumes**

## 3. EXISTING CONDITIONS

Existing traffic conditions were evaluated to identify any existing deficiencies and to provide a baseline for comparison purposes.

### 3.1 Network Characteristics

There are seven major roadways within the study area: I-80, Giles Road, West Giles Road, Harrison Street, Southport Parkway, Eastport Parkway, and 120<sup>th</sup> Street. Current roadway characteristics are summarized in **Table 1** below. Data for each facility was acquired from aerial photography and the Nebraska Department of Transportation (NDOT) and Metropolitan Area Planning Agency (MAPA) functional classification maps.

**Table 1. Existing Roadway Characteristics**

Roadway	Section	Median	Posted Speed	Functional Classification
I-80	6-Lane	Divided	65 mph	Interstate / Expressway
Giles Road	4-Lane	Divided	45 mph	Other Principal Arterial
West Giles Road	5-Lane	TWLTL	45 mph	Major Collector
Harrison Street	2-Lane	Divided	45 mph	Other Principal Arterial
Southport Parkway	2-Lane	Divided	25 mph	Minor Collector
Eastport Parkway	3-Lane	TWLTL	25 mph	Local
120 <sup>th</sup> Street	2-Lane	Undivided	35 mph	Major Collector

All existing intersections along Giles Road and Harrison Street are signalized intersections. Intersections internal to the site (along Eastport Parkway) are two-way stop-controlled intersections.

There are sidewalks constructed internal to the Southport Development on the east side of Giles Road along developed parcels. There are no sidewalks currently constructed along Giles Road. In addition, there are no transit options in the study area at the time of this study.

Existing lane configurations and traffic control are illustrated in **Figure 3**.

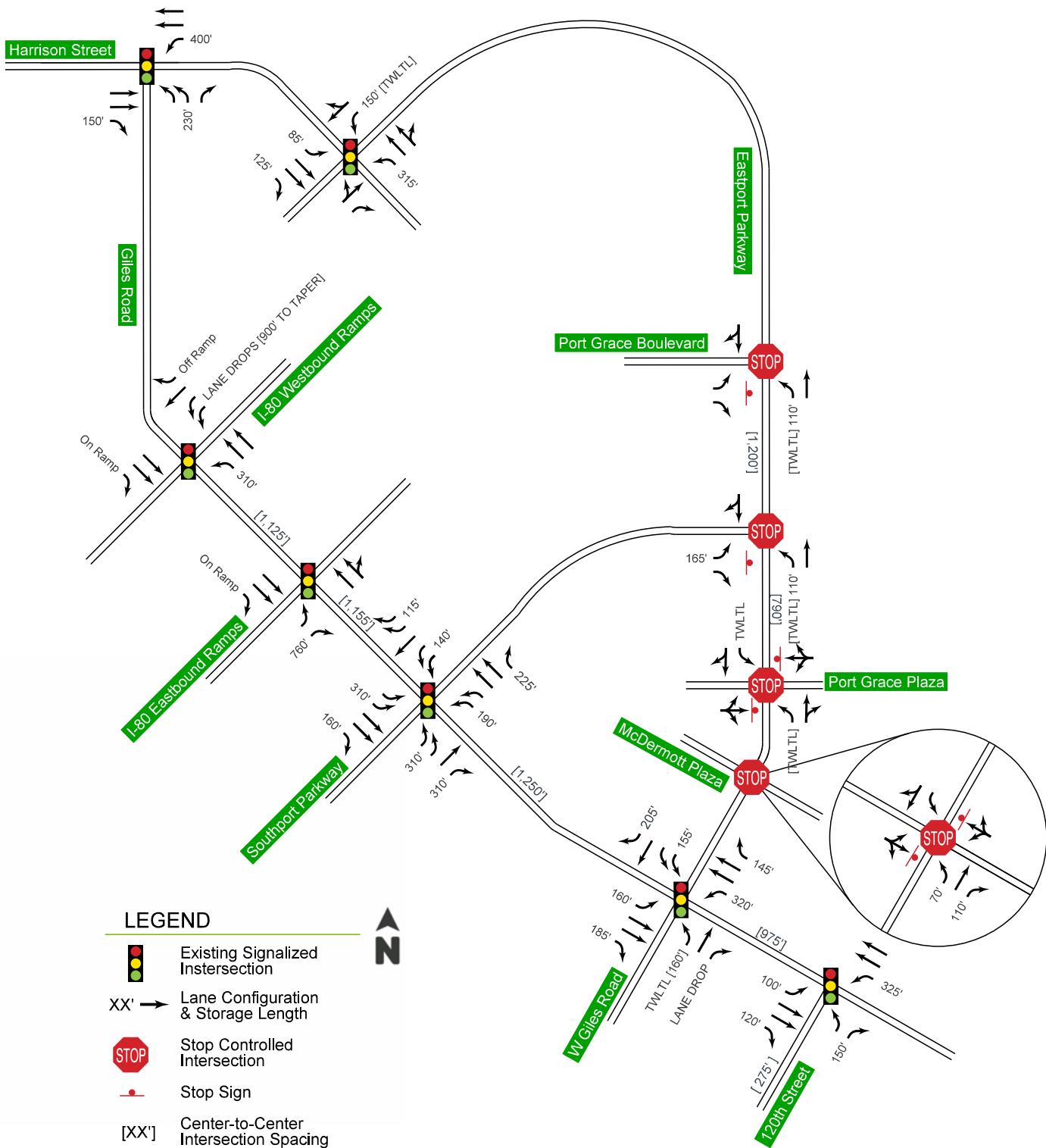


Figure 3. Existing Traffic Control and Lane Configurations.

## 3.2 Existing Capacity Analysis

Capacity analyses were performed for the existing study intersections using the existing lane configurations and traffic control. Analyses were conducted using Synchro, Version 11 which is based on the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition delay methodologies. Roundabout analyses were conducted using Sidra 7.0 which is based on HCM 2010 methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 2** shows the delays associated with each LOS grade for signalized and unsignalized intersections, respectively. Traffic signal timings were provided by the City of La Vista and were used in this analysis. PM and Saturday peak hours were evaluated.

**Table 2. Intersection LOS Criteria**

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50
Highway Capacity Manual (HCM, 6 <sup>th</sup> Edition)		

Based on the capacity analysis, most signalized intersections operate at a LOS D or better in both peak hours. Most movements operate at LOS D or better during both peak hours. The exceptions are the eastbound left-turning and northbound through movements at Giles Road and Southport Parkway which operate at LOS E and LOS F, respectively. Other movements that operate with poor LOS are the northbound left and right-turning movements at Giles Road and West Giles Road / Eastport Parkway. A summary of movements that experience LOS E and LOS F are included in **Table 3**.

**Table 3. Existing Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and Southport Parkway	EBL	E (F)	#191 (#227)	68 (112)	0.94 (1.10)
Giles Road and West Giles Road / Eastport Parkway	NBL	E (D)	#251 (74)	74 (44)	0.92 (0.37)
	NBR	F (F)	#403 (103)	610 (291)	2.27 (1.54)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

The 95<sup>th</sup> percentile queue length for the northbound left-turning movement at 120<sup>th</sup> Street and Giles Road is reported at 270 feet in the PM peak hour. At this length, the queue spills back past the available storage for the adjacent northbound right-turn lane. The queue length for the northbound right-turning movement at Giles Road and West Giles Road / Eastport Parkway is reported at approximately 400 feet in the PM peak hour. There is currently no dedicated turn lane for this movement; however, the outside eastbound lane along West Giles Road drops as a right-turn lane at its intersection with Giles Road.

All individual turning movements at stop-controlled intersections are anticipated to operate at LOS C or better in both peak hours. Queue lengths do not exceed two vehicles in both peak hours.

The Existing Capacity Analysis Summary is illustrated in **Figure 4**. Detailed results are included in **Appendix B**.

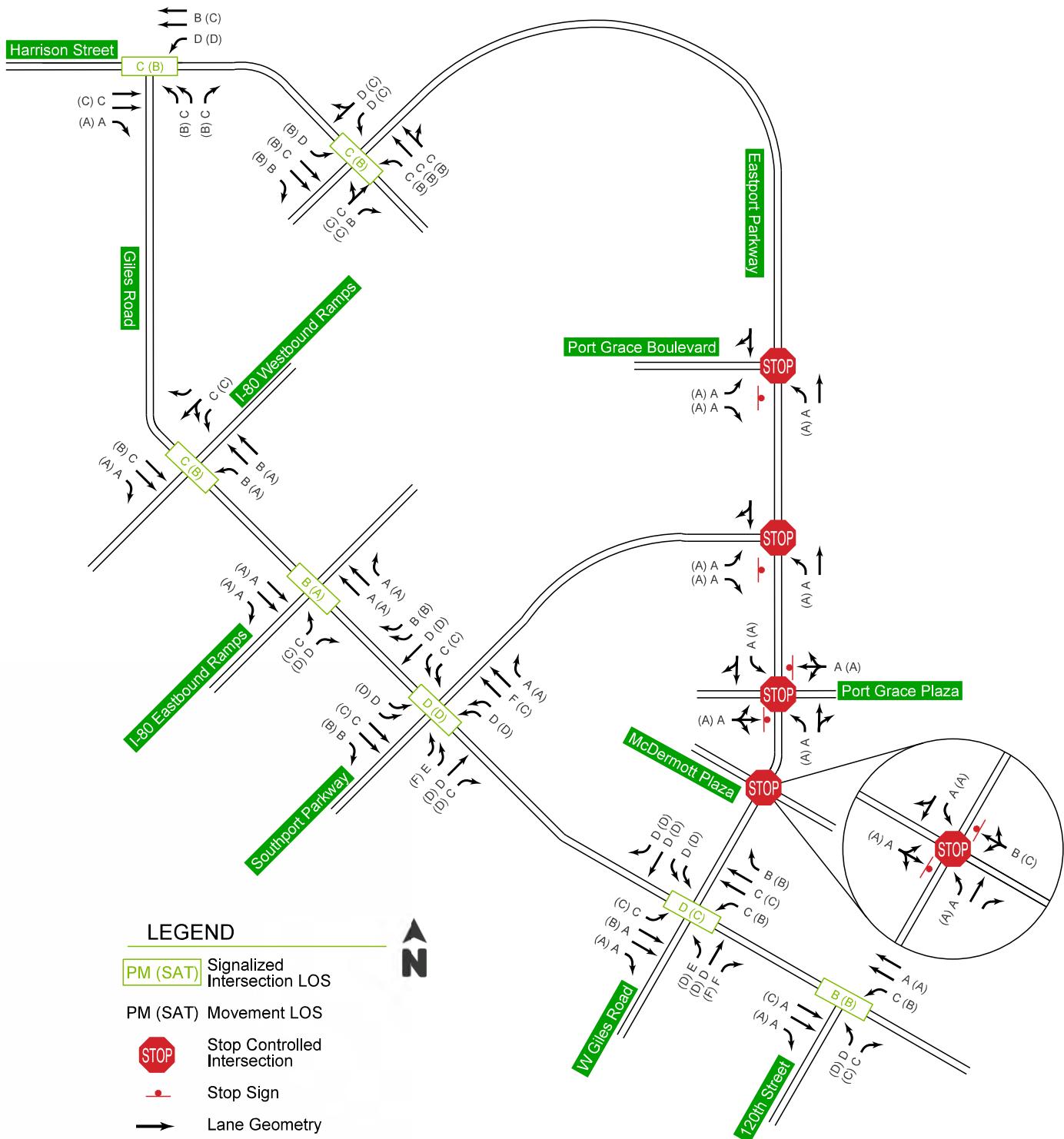


Figure 4. Existing Intersection Capacity Analysis

## 4. FUTURE BACKGROUND VOLUMES AND ANALYSIS

Using current and historical ADT volumes as a baseline, year 2025 and 2050 peak hour volumes were established. The year 2050 was chosen to represent the long-term horizon year that coincides with the current MAPA long-range traffic model. The year 2025 was chosen to represent the opening day of the proposed site. Background year 2025 and 2050 volumes were applied to the study intersections and capacity analyses were performed to establish a baseline for comparison purposes.

A review of recent traffic studies in the area was performed to consider adjacent traffic generators in the build out of future background volumes. A traffic study for a commercial development in the northwest quadrant of Giles Road and Southport Parkway was completed by Olsson in September 2021 (Olsson 2021). This study included turning movement volumes for a “2022 plus Site” condition at the intersection of Giles Road and Southport Parkway. Turning movement volumes from the Olsson 2021 report were utilized to develop 2025 and 2050 background volumes as part of this study. The Olsson 2021 report is included in **Appendix C**.

### 4.1 Future Traffic Volumes

The Metropolitan Area Planning Agency (MAPA) provided 2018 base year and 2050 projected daily traffic (ADT) volumes produced by the current long-range travel demand model for locations near the study area and are used for planning purposes.

An annual growth rate was calculated using year 2018 and 2050 MAPA ADTs. Annual growth rates ranged between 1 and 2 percent in the area. Existing 2021 ADT volumes were derived by applying annual growth rates of 1.5 to 2 percent to 2018 ADT volumes provided by MAPA. The established 2021 ADT volumes were used with existing traffic volumes and 2050 ADTs to establish 2025 and 2050 Background peak hour volumes based on techniques described in NCHRP 765, 6.4 Iterative Procedure-Directional Method. This process is largely dependent on peak hour (“K”) and directional distribution (“d”) factors which indicate portion and direction of ADT flow for a given peak hour.

The 2025 Base peak hour volumes are shown in **Figure 5**. The 2050 Base peak hour volumes are shown in **Figure 6**. MAPA volume projections are included in **Appendix D**.

## LEGEND

PM (SAT) Peak Hour Volume

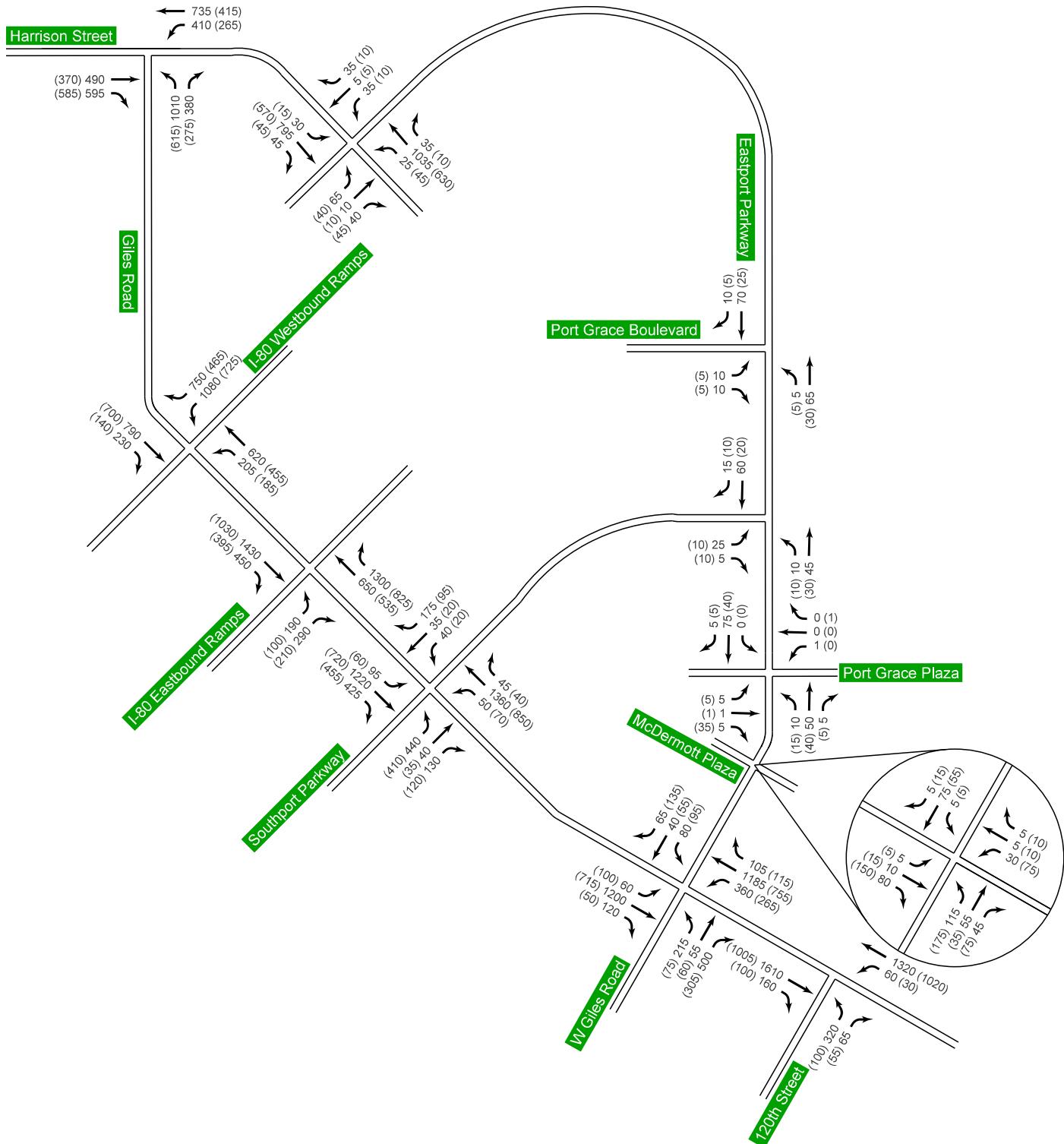


Figure 5. 2025 Background Traffic Volumes

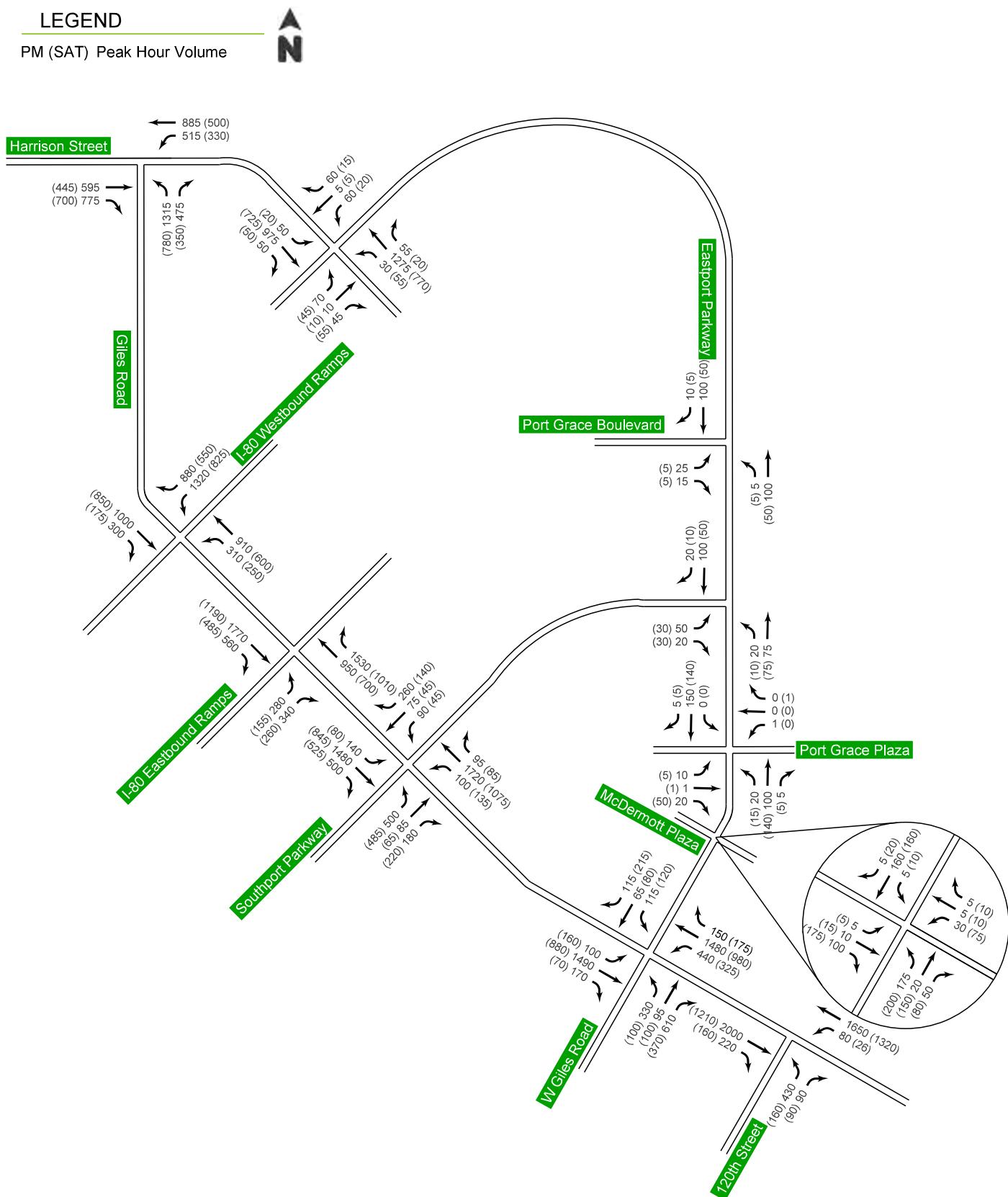


Figure 6. 2050 Background Traffic Volumes

## 4.2 Future Roadway Improvements

### ***Metro Area Travel Improvement Study (MTIS)***

MTIS is a three-phase transportation improvement study developed by NDOT and MAPA that identifies long-term needs of the transportation network in the metropolitan area. The MTIS study area includes all National Highway System (NHS) routes and non-NHS routes that were considered priority corridors by NDOT and MAPA. Improvements to the I-80 and Giles Road interchange and localized improvements along Giles Road are included in the reports.

The three phases of MTIS studies include an Existing / Future No-Build Conditions Review (Phase 1), Strategy / Alternative Development and Evaluation (Phase 2), and Freeway Alternative Design and Implementation Plan (Phase 3). The following improvement within the study area was identified in the MTIS Phase 3 Final Report:

- I-80 Interchange Expansion: Giles Road – Construct two-lane eastbound entrance ramp for northbound right-turning vehicles and two-lane westbound entrance ramp for southbound right-turning vehicles.
  - Year of implementation: 2032-2033
  - Localized widening to a six-lane facility on Giles Road from Harrison Street through Southport Parkway is recommended.

It is recommended that Giles Road is also widened from Southport Parkway through 120<sup>th</sup> Street based on traffic volume projections. For the purposes of this study, the widening of Giles Road to a six-lane section from Harrison Street through 120<sup>th</sup> Street was assumed with the interchange improvements and was analyzed in all 2050 Background and 2050 plus Site conditions.

## 4.3 2025 Background Capacity Analysis Summary

There were no roadway improvements analyzed as a part of 2025 Background conditions. Signal timings (phase splits) were modified to improve mainline flow along Giles Road and overall operations at individual intersections. This also resulted in reductions and increases in vehicle delay for other turning movements.

Results of the 2025 Background capacity analysis indicates that individual turning movements are anticipated to operate similar to existing conditions with minor increase in delay and queue lengths. Compared to existing conditions, there were no additional turning movements that are anticipated to operate at LOS E or LOS F. A summary of these movements is shown in **Table 4**.

**Table 4. 2025 Background Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and Southport Parkway	EBL	F (D)	#250 (173)	91 (49)	1.04 (0.88)
Giles Road and West Giles Road / Eastport Parkway	NBL	F (D)	#341 (#115)	121 (44)	1.07 (0.54)
	NBR	F (E)	#414 (164)	123 (56)	1.20 (0.87)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

Most queue lengths are anticipated to moderately increase compared to existing conditions and some exceed existing storage bay capacity. The 95<sup>th</sup> percentile queue length for the westbound left-turning movement at Giles Road and West Giles Road / Eastport Parkway is anticipated to be approximately 320 feet in the PM peak hour, which is the existing turn bay length for this movement. Generally, when left-turning volumes reach 300 vehicles per hour (vph) during a peak period, dual lanes are considered. Because the westbound left movement is anticipated to operate at LOS C in the PM peak hour, dual lefts are not recommended at this time. There is approximately 70 feet available to extend the westbound left-turn lane before impacting the bridge east of the intersection. Similarly, the northbound left-turning movement at 120<sup>th</sup> Street and Giles Road is anticipated to queue past the adjacent right-turn lane available storage.

All turning movements at stop-controlled intersections are anticipated to operate at LOS C or better with queues of no more than two vehicles in both peak hours.

The 2025 Background capacity analysis summary is shown in **Figure 7**. Detailed results are included in **Appendix E**.

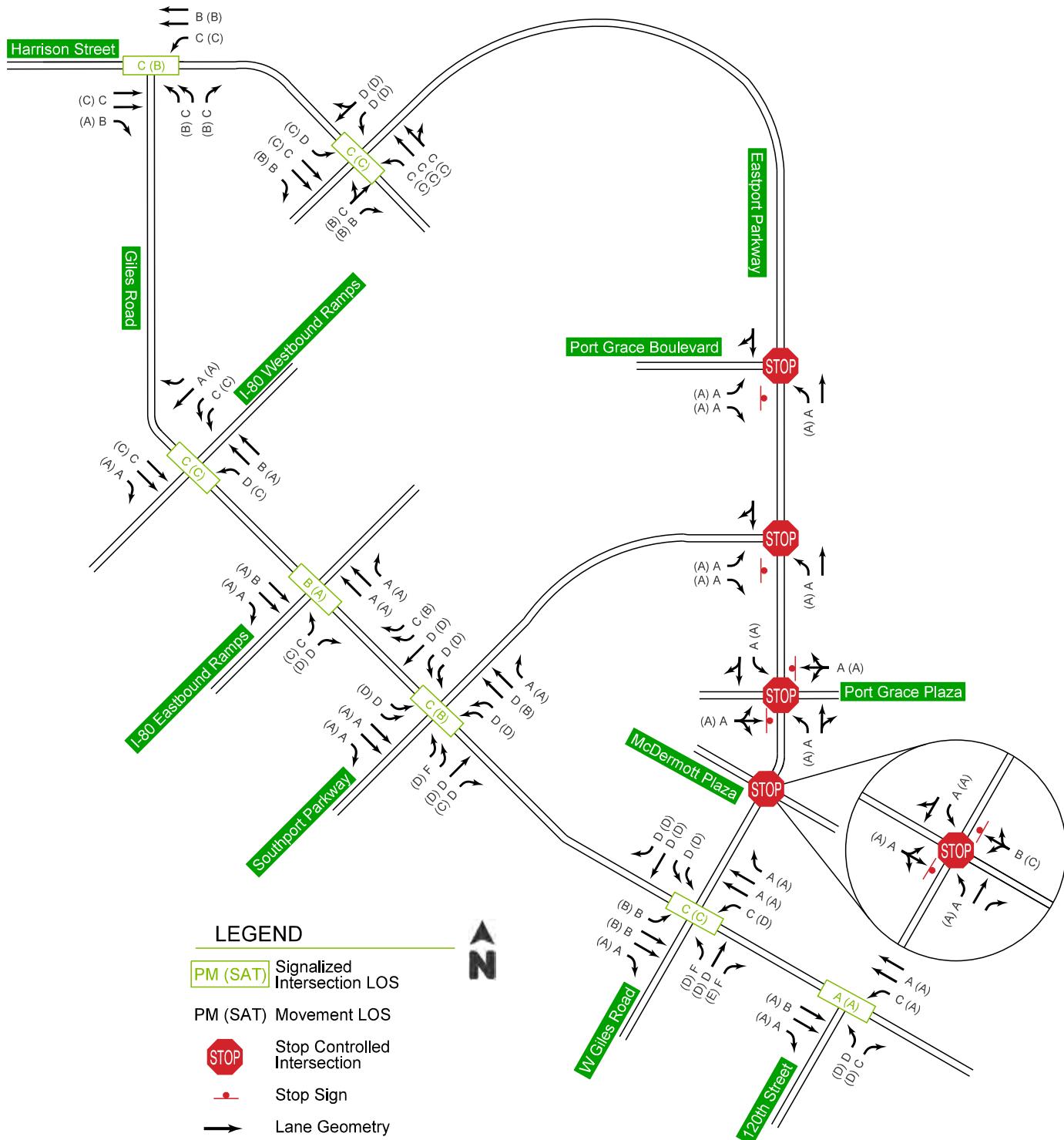


Figure 7. 2025 Background Intersection Capacity Analysis

## 4.4 2050 Background Capacity Analysis Summary

The following roadway improvements were included as part of the 2050 Background capacity analysis:

### **Giles Road**

- Construct six-lane divided section from Harrison Street through 120<sup>th</sup> Street.

### **I-80 and Giles Road Interchange**

- Construct additional northbound Giles Road to eastbound I-80 lane to improve lane utilization along Giles Road.
- Construct additional southbound Giles Road to westbound I-80 lane as a “free right” north of the interchange.

### **Giles Road and Harrison Street**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.

### **Giles Road and West Giles Road / Eastport Parkway**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.
- Construct dual northbound right-turn lanes with at least 200 feet of storage length.
  - Modify signal phasing to protected plus overlap phasing.
- Construct dual northbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.

In addition, signal timings along the Giles Road corridor were modified based on volume increases and roadway improvements to the network analyzed. The improvements at Giles Road intersections should be evaluated before the Giles Road widening project.

With the improvements above included in the analysis, results of the capacity analysis indicate all signalized intersections are anticipated to operate at LOS D or better in both peak hours. There are some turning movements anticipated to operate at LOS E or LOS F in either peak hour, which are summarized in **Table 5** below.

**Table 5. 2050 Background Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
<b>Giles Road and Southport Parkway</b>	EBL	E (D)	#247 (190)	57 (44)	0.93 (0.87)
	WBT	E (D)	#116 (63)	65 (49)	0.66 (0.39)
<b>Giles Road and West Giles Road / Eastport Parkway</b>	SBL	E (D)	#72 (65)	61 (51)	0.81 (0.80)
<b>Giles Road and I-80 WB Ramps</b>	NBL	E (B)	#294 (162)	47 (12)	0.83 (0.61)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

With the roadway improvements and signal timing modifications, most 95<sup>th</sup> percentile queue lengths are anticipated to be contained within storage bays. Similar to 2025 background conditions, exceptions include the northbound left-turning movement at 120<sup>th</sup> Street and Giles Road which is anticipated to spill back beyond the available storage of the right-turn lane. The PM peak hour volume for the northbound left movement is anticipated to exceed 400 vph. As previously mentioned, dual turn lanes are generally considered around 300 vph. Because the northbound left is anticipated to operate at LOS D or better in both peak hours, dual left-turn lanes may not be needed. An extension of the existing right-turn lane may be an adequate improvement to mitigate northbound turning movement conflicts during the PM peak hour. When the project to widen Giles Road starts, traffic patterns should be reevaluated to confirm the need for dual northbound left-turn lanes.

Most individual turning movements at unsignalized intersections are anticipated to operate at LOS D or better in both peak hours with minimal queues. The westbound movements at the intersection of Eastport Parkway and McDermott Plaza are anticipated to operate at LOS F in the Saturday peak hour with a queue of up to five vehicles. Because of the relatively short spacing between McDermott Plaza and Giles Road intersections, McDermott Plaza is not a good candidate for signalization or roundabout control. Other access points to Giles Road have available capacity that may cause traffic to reroute, such as to the westbound movements at Giles Road and Southport Parkway.

**Figure 8** illustrates the 2050 Background Capacity Analysis Summary and detailed results are in **Appendix F**.

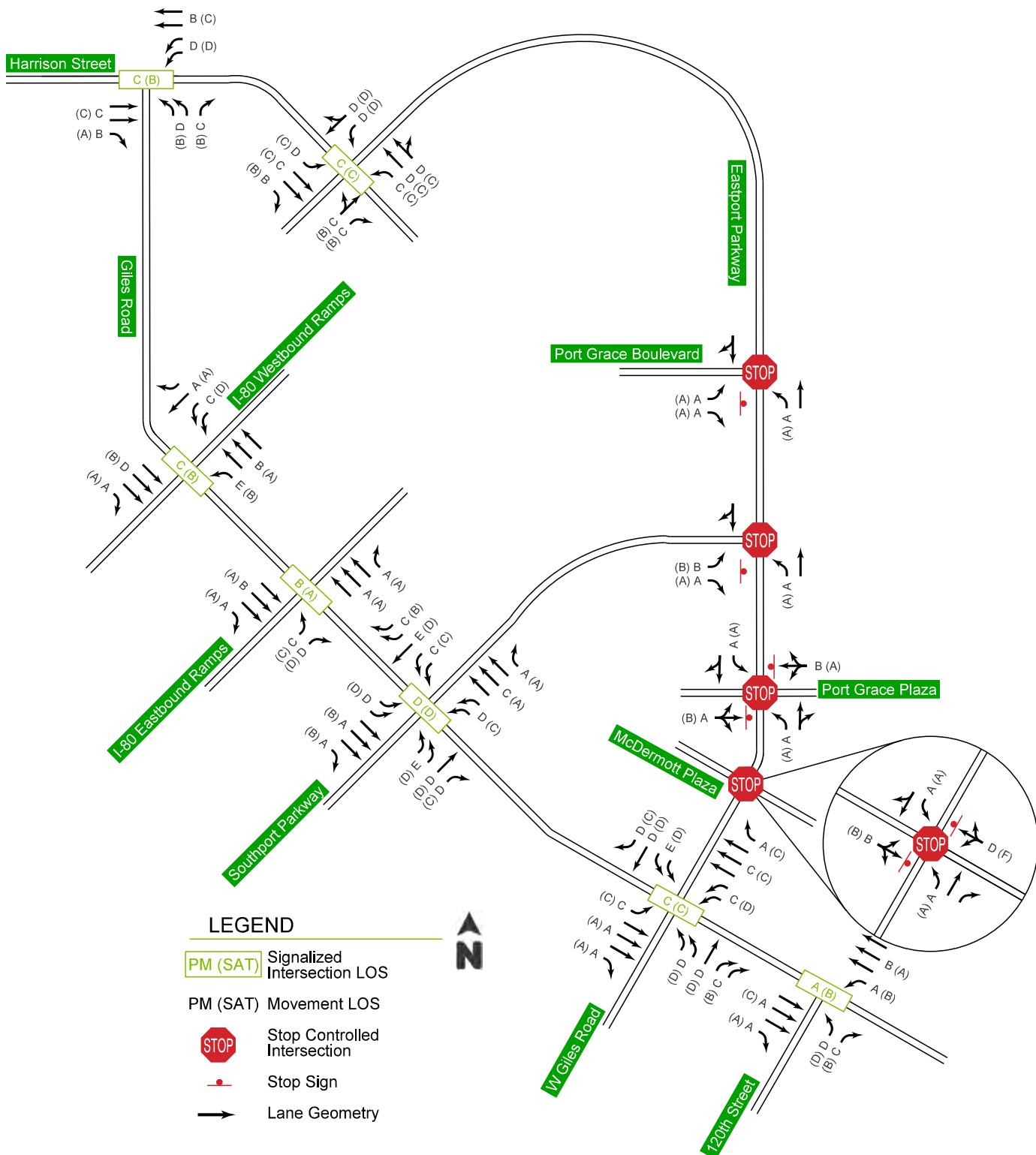


Figure 8. 2050 Background Intersection Capacity Analysis.

## 5. SITE CHARACTERISTICS

Trips anticipated to be associated with the multi-sport development were generated and assigned to the study network to determine impacts to the roadway network. There are three direct access points anticipated as part of the development, two along Eastport Parkway at the intersections with Port Grace Plaza and Port Grace Boulevard and one access is proposed to be the future north leg of 120<sup>th</sup> Street and Giles Road. The site plan is illustrated in **Figure 9**.

The proposed site plan includes 12 soccer fields (including a soccer stadium) and a standalone fieldhouse that will provide additional amenities and a view of the stadium for spectators. The site will host local and regional amateur athletic events. Analyses will be conducted for both typical (daily) facility use and large-scale event use. The site is split with eight fields and the fieldhouse on the northern portion of the site and four fields on the southern portion of the site across a set of railroad tracks. Access to the northern portion is proposed at the Eastport Parkway intersections. Access to the southern portion is proposed to at the north leg of 120<sup>th</sup> Street and Giles Road. There is proposed to be a grade-separated pedestrian access between the two sets of fields on the northern and southern portions of the site over the existing railroad.

An additional scenario was evaluated in 2050 plus Site conditions with an additional access point at Southport Parkway. This access point would distribute site traffic; however, it will bisect the northern portion of the site and add additional vehicular and pedestrian conflict points within the development.

### 5.1 Trip Generation

Traffic for typical site use was estimated by applying Institute of Transportation Engineers (ITE) trip generation rates to the parcel and distributing the resulting trips throughout the network. The ITE provides rates to calculate the traffic generation of common land uses in the *Trip Generation Manual, 10<sup>th</sup> Edition*. In this case, Soccer Complex was used. During typical site use, non-professional local clubs, teams, and leagues of all age groups will utilize the soccer fields. Because of a lack of data for the fieldhouse land use, an additional 10% of the total daily and peak hour site trips was added to the trip generation to account for fieldhouse traffic.

A summary of the expected number of daily, PM peak hour, Saturday, and Saturday peak hour typical trips is shown in **Table 6**. The proposed site is expected to generate 942 daily trips, 217 PM peak hour trips, 5,344 Saturday trips, and 529 Saturday peak hour trips for typical site use.

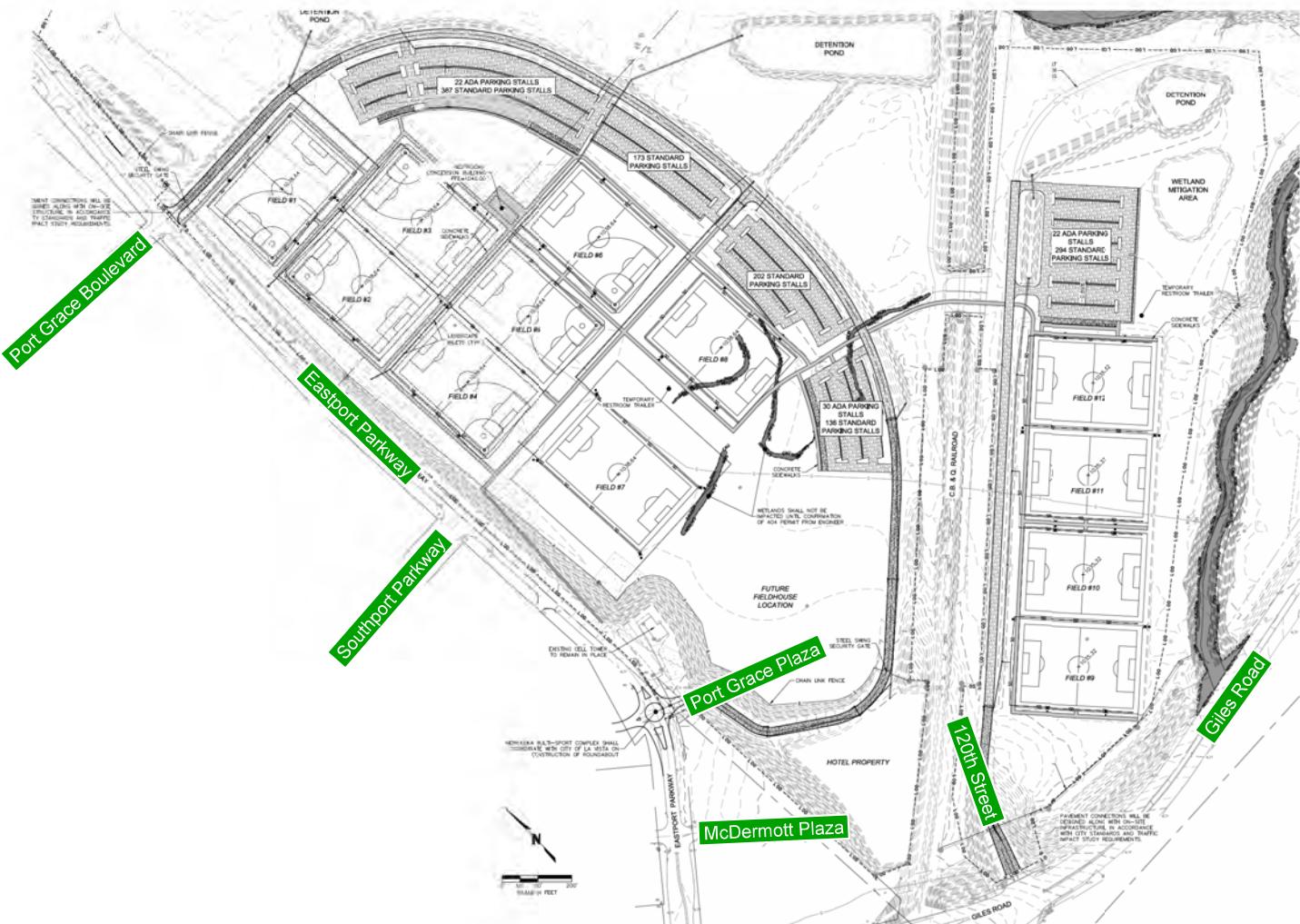


Figure 9. Site plan

**Table 6. Trip Generation – Typical Site Trips**

Daily Trip Generation											
ITE Code/Page	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	Daily Trips	Mixed Use Reduction	Net Daily Trips	Trip Distribution Enter	Trip Distribution Exit	Total Daily Trips Enter	Total Daily Trips Exit
488/904	Soccer Complex	12	Fields	71.33	856	0%	856	50%	50%	428	428
NA	Field House	-	-	-	86	0%	86	50%	50%	43	43
Total				942		942		471		471	
PM Peak Hour Trips											
ITE Code/Page	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Mixed Use Reduction	Net PM Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total PM Peak Trips Enter	Total PM Peak Trips Exit
488/906	Soccer Complex	12	Fields	16.43	197	0%	197	66%	34%	130	67
NA	Field House	-	-	-	20	0%	20	66%	34%	13	7
Total				217		217		143		74	
Saturday Daily Trip Generation											
ITE Code/Page	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Mixed Use Reduction	Net Saturday Daily Trips	Trip Distribution Enter	Trip Distribution Exit	Total Saturday Daily Trips Enter	Total Saturday Daily Trips Exit
488/903	Soccer Complex	12	Fields	404.88	4,859	0%	4,859	50%	50%	2,429	2,429
NA	Field House	-	-	-	486	0%	486	50%	50%	243	243
Total				5,344		5,344		2,672		2,672	
Saturday Peak Hour Trips											
ITE Code/Page	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Mixed Use Reduction	Net Saturday Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total Saturday Peak Trips Enter	Total Saturday Peak Trips Exit
488/909	Soccer Complex	12	Fields	40.10	481	0%	481	48%	52%	231	250
NA	Field House	-	-	-	48	0%	48	48%	52%	23	25
Total				529		529		254		275	

Given the unique nature of this site, the following was assumed to develop event trips:

- A typical large-scale event will draw approximately 10,500 people per day (competitors and spectators).
- Out-of-town attendees account for 40 percent of the event trips and are assumed to lodge at the hotels within Southport. Fewer vehicle trips during the peak hours were assumed due to walkability and hotel shuttle service to the complex likely to be provided.

Based on additional research of similar facilities in the region the following assumptions were also made:

- A 3.5 vehicle occupancy rate is used for event trips.
- The PM peak hour trips account for approximately 25% of the total daily trips.
- The Saturday peak hour trips account for approximately 40% of the total daily trips.

In-town attendees will account for approximately 60% of the peak hour event trips and out-of-town attendees will account for approximately 40% of the peak hour event trips.

A summary of the expected number of daily, PM peak hour, and Saturday peak hour event trips is shown in **Table 7**. The proposed site is expected to generate 7,069 daily trips, 823 PM peak hour trips, and 1,366 Saturday peak hour trips for event site use. It is anticipated that scheduling will allow for daily use, therefore 20 percent of typical trips will be applied to the network during events.

## 5.2 Trip Distribution

A trip distribution was developed based on existing travel patterns, surrounding land uses, and regional roadway network. Two separate distributions were generated for typical and event site trips. It is anticipated that events will have a greater regional draw and generate more trips from I-80, especially from the eastbound direction. Typical and event trip distributions are shown in **Figure 10** and **Figure 11**, respectively. Typical and event site trips are illustrated in **Figure 12** and **Figure 13**, respectively.

**Table 7. Trip Generation – Event Site Trips**

Event Type		Size	Veh Occupancy Rate	Daily Event Trip Generation						Total Daily Trips Enter	Total Daily Trips Exit	
Daily Trips	In-town Attendee Trips	Out-of-town Attendee Trips	Trip Distribution Enter	Trip Distribution Exit								
Soccer	10,500	Competitors & Spectators	3.50	6,000	3,600	2,400	50%	50%	3,000	3,000		
Typical Site Trips	-	-	-	188	-	-	-	-	94	94		
6,188												
<b>3,094</b>												
<b>Event PM Trips</b>												
Land Use	Size	Veh Occupancy Rate	Daily Trips	In-town Percent of Daily	Peak Trips	Out-of-town Percent	Peak Trips	Net PM Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total PM Peak Trips Enter	Total PM Peak Trips Exit
Soccer	10,500	Competitors & Spectators	3.50	6,000	15%	540	10%	240	780	80%	20%	624
Typical Site Trips	-	-	-	188	-	-	-	-	43	-	-	29
6,188												
<b>823</b>												
<b>Event Saturday Trips</b>												
Land Use	Size	Veh Occupancy Rate	Daily Trips	In-town Percent of Daily	Peak Trips	Out-of-town Percent	Peak Trips	Net Saturday Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total Saturday Peak Trips Enter	Total Saturday Peak Trips Exit
Soccer	10,500	Competitors & Spectators	3.50	6,000	25%	900	15%	360	1,260	50%	50%	630
Typical Site Trips	-	-	-	1,069	-	-	-	-	106	-	-	51
7,069												
<b>1,366</b>												
<b>681</b>												
<b>685</b>												

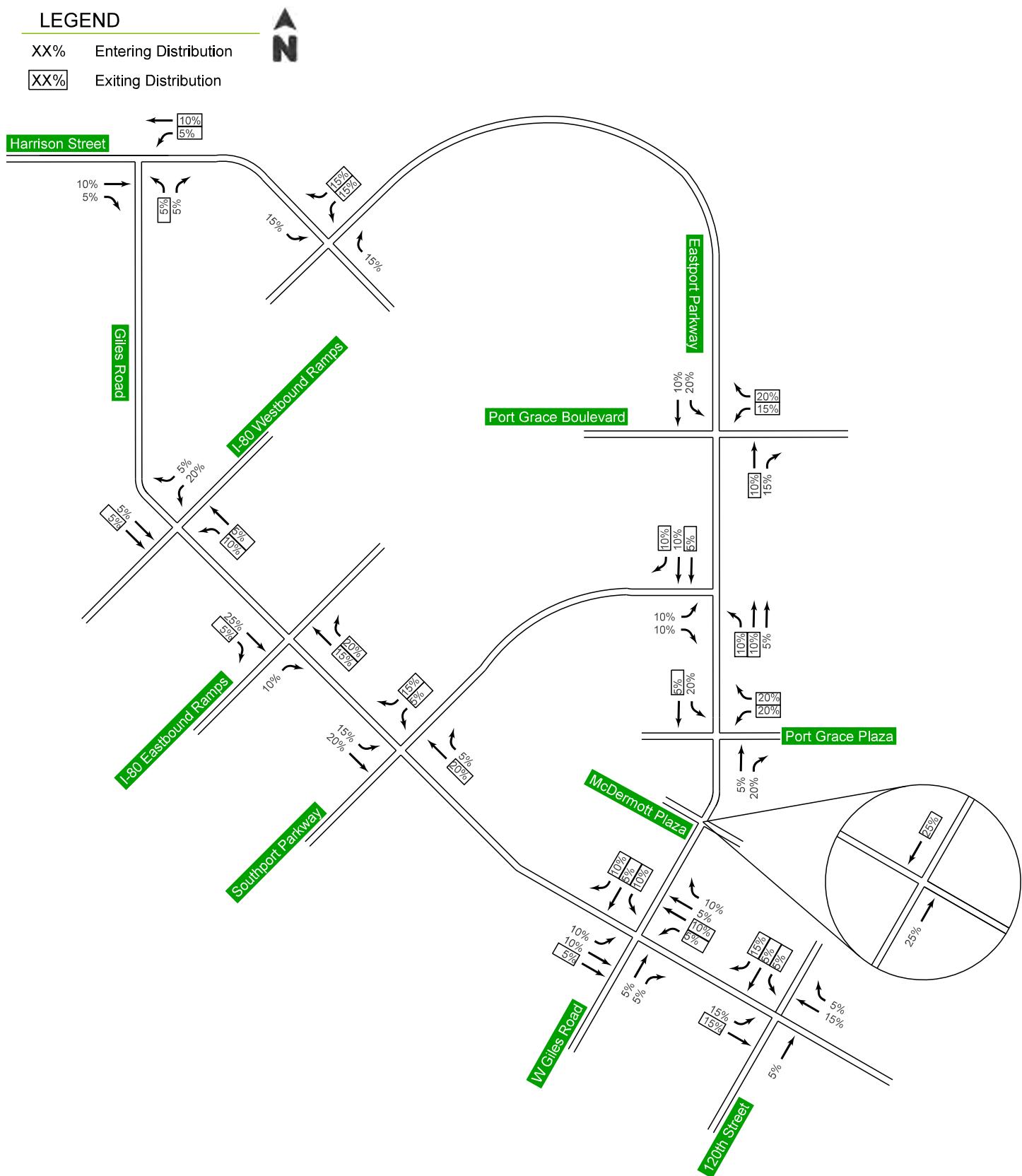


Figure 10. Trip Distribution – Typical Site Trips

LEGEND



XX% Entering Distribution

XX% Exiting Distribution

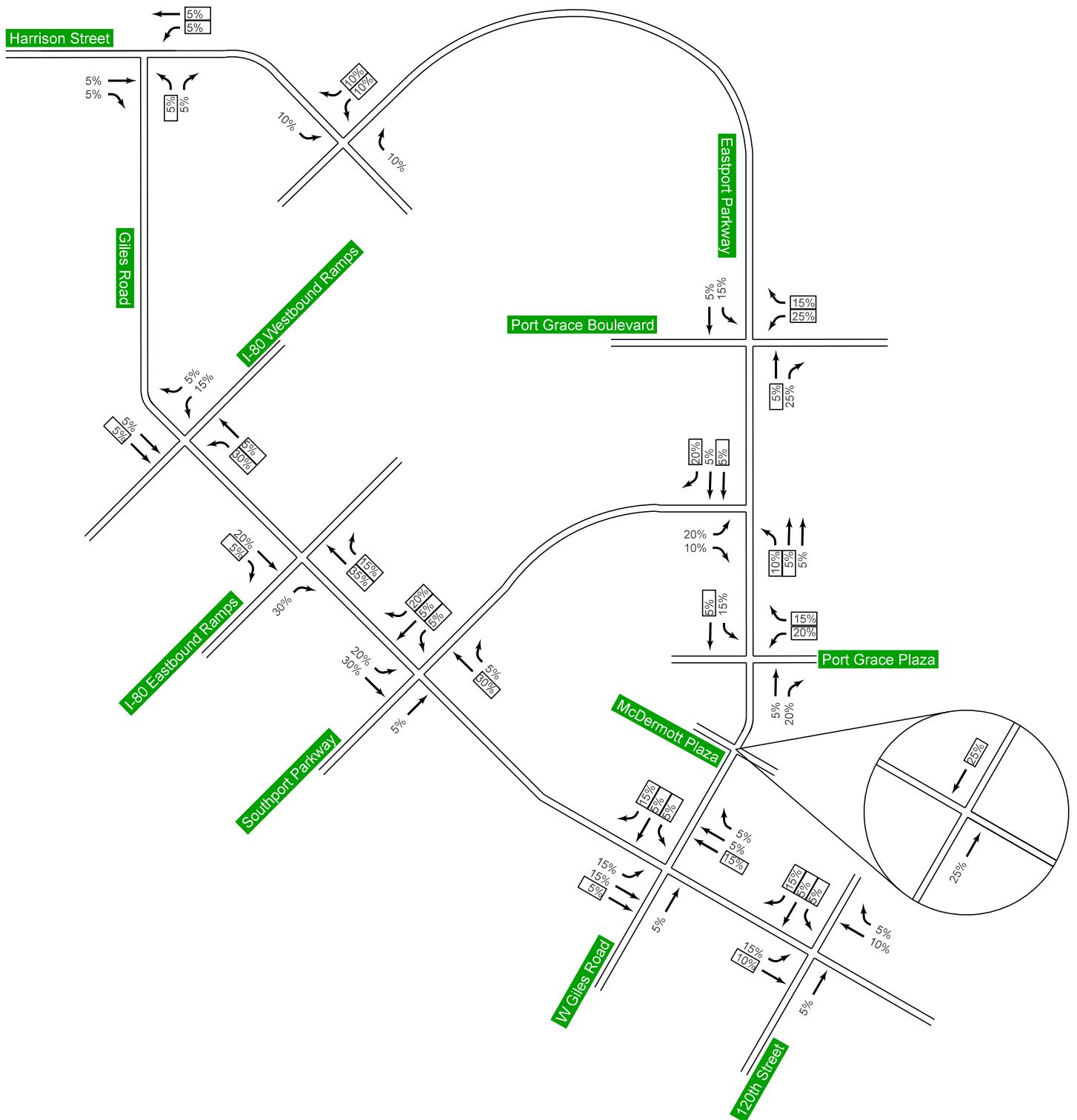
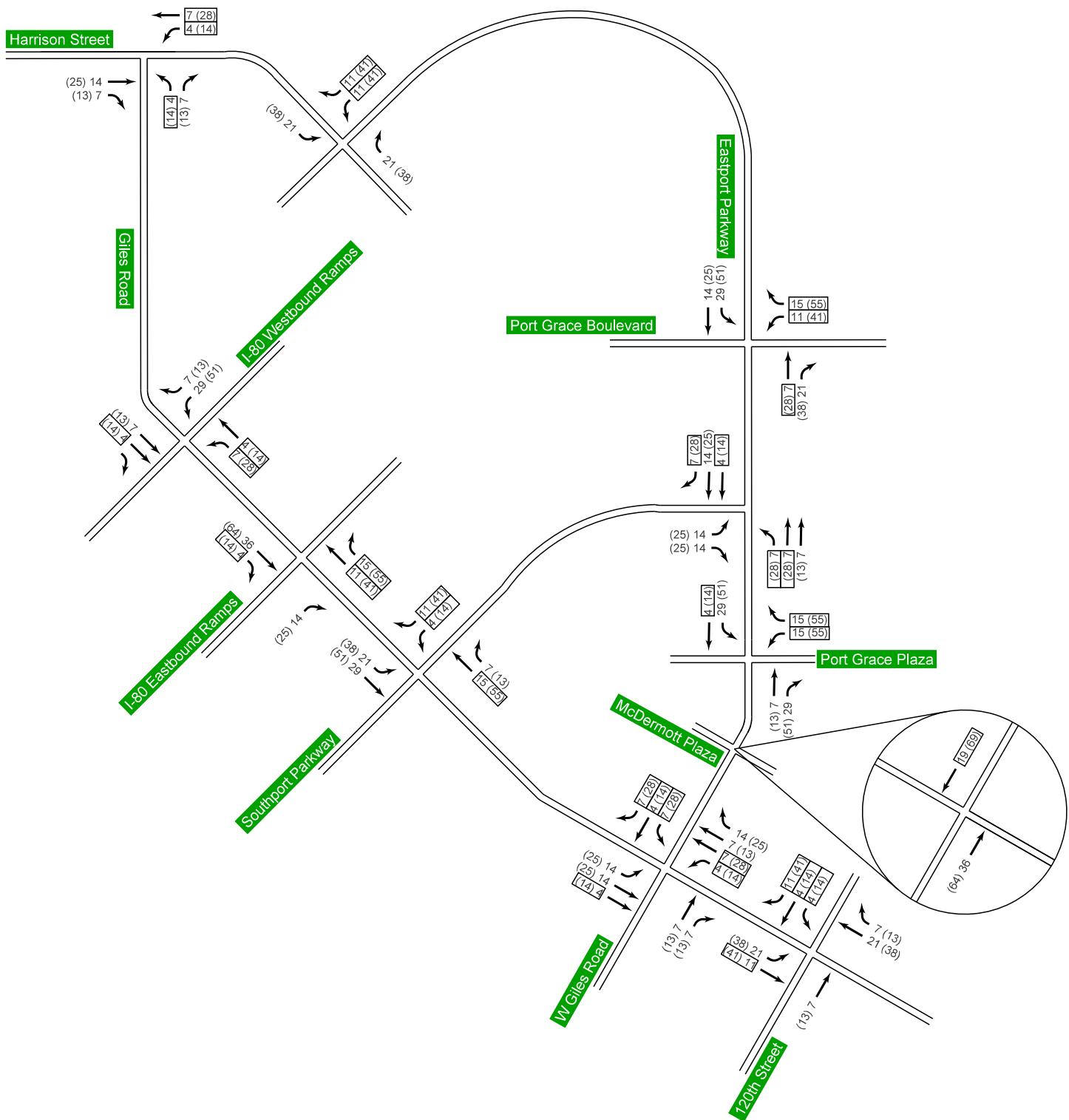


Figure 11. Trip Distribution – Event Site Trips

## LEGEND

## PM (SAT) Entering Trips

**PM (SAT) Exiting Trips**

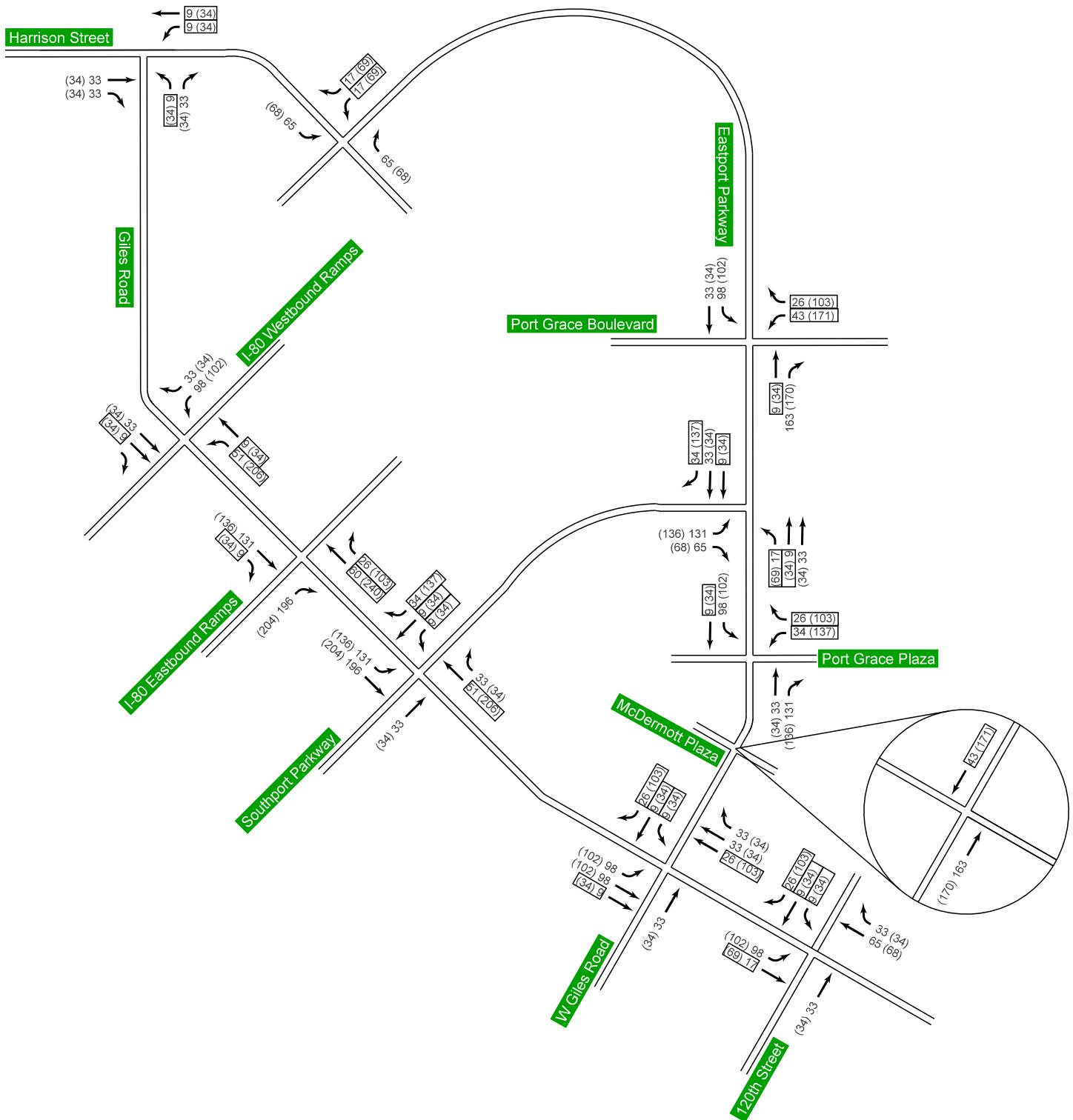


**Figure 12. Typical Site-generated Trips**

## LEGEND

## PM (SAT) Entering Trips

**PM (SAT) Exiting Trips**



**Figure 13. Event Site-generated Trips**

## 6. PLUS SITE ANALYSIS

The year 2025 and 2050 Background traffic volumes were combined with the proposed site trips to develop 2025 plus Site and 2050 plus Site volumes for capacity analysis and pedestrian access and circulation evaluation purposes. Signal timings were modified to account for the changes in volume distributions at study intersections.

Alternative intersection control was evaluated at three locations along Eastport Parkway at Port Grace Boulevard, Southport Parkway, and Port Grace Plaza. Roundabout analyses were conducted using Sidra 7.0 which is based on HCM 2010 methodologies. Roundabout LOS grade is identical to unsignalized intersections. Traffic signal warrants are not anticipated to be satisfied at these intersections based on future volume projections and were not considered further.

### 6.1 2025 Plus Site Capacity Analysis

The 2025 plus Site Typical and Event peak hour volume sets are illustrated in **Figure 14** and **Figure 15**, respectively.

#### Typical / Daily Analysis

Based on the capacity analysis, all signalized intersections operate at a LOS D or better in both peak hours. There are several movements that are anticipated to operate at LOS E or LOS F, which are summarized in **Table 8** below.

**Table 8. 2025 plus Typical Capacity and Queueing Analysis**

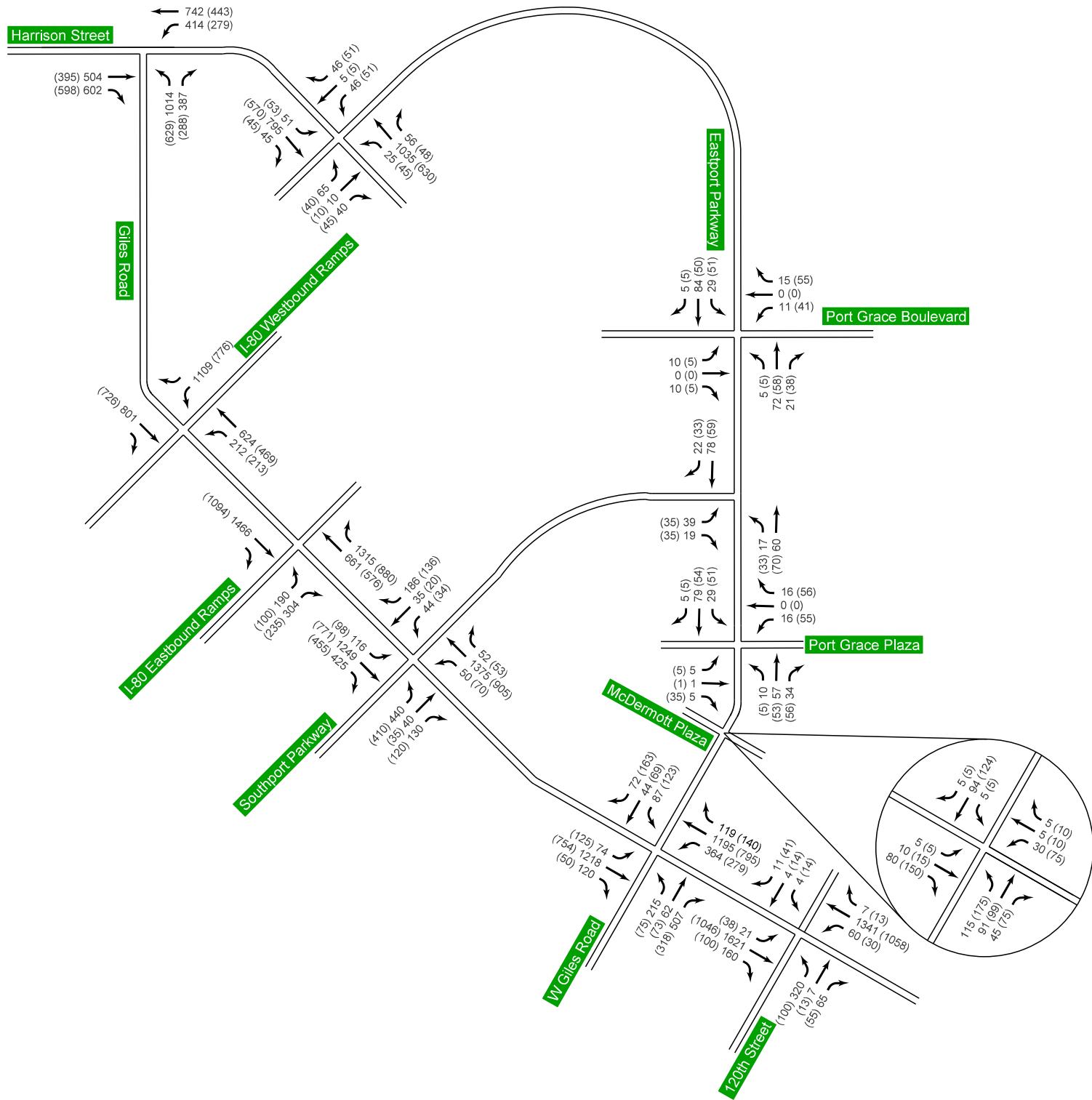
Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and Southport Parkway	EBL	F (D)	#250 (176)	91 (49)	1.04 (0.89)
	NBT	F (C)	#695 (429)	48 (20)	1.02 (0.68)
Giles Road and West Giles Road / Eastport Parkway	NBL	F (D)	#281 (75)	86 (42)	0.96 (0.42)
	NBR	F (E)	#422 (101)	187 (36)	1.34 (0.84)
	WBL	D (E)	#303 (#300)	38 (59)	0.97 (0.94)
120 <sup>th</sup> Street and Giles Road	NBL	F (D)	#403 (97)	171 (36)	1.23 (0.46)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

Similar to background conditions, the queues for the northbound left-turning movement at 120<sup>th</sup> Street and Giles Road is anticipated to spill back beyond the adjacent storage of the northbound right-turn lane. All other queues are anticipated to be contained within existing storage bays.

## LEGEND

### PM (SAT) Peak Hour Volume



**Figure 14. 2025 plus Typical Traffic Volumes**

## LEGEND

PM (SAT) Peak Hour Volume

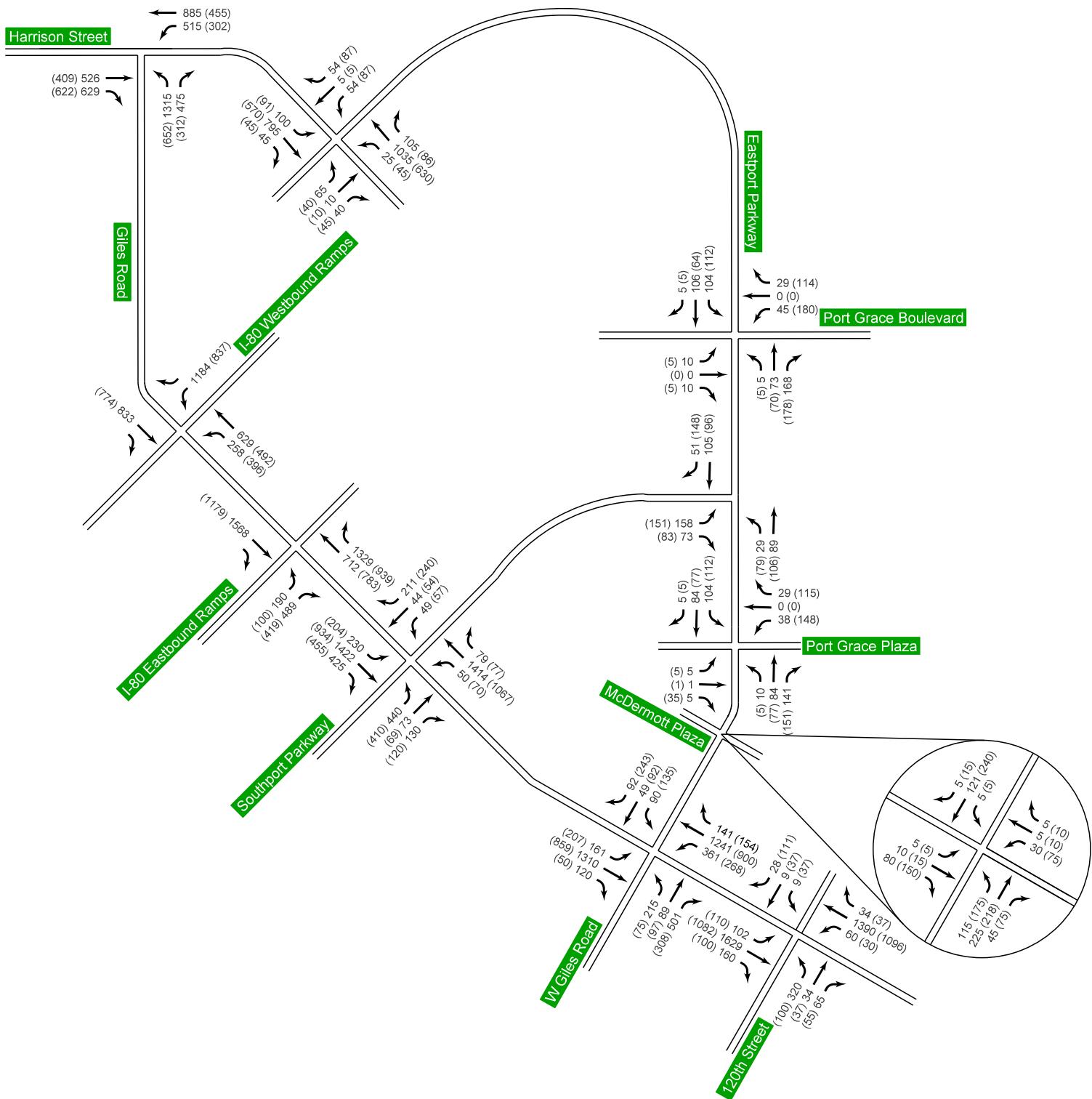


Figure 15. 2025 plus Event Traffic Volumes

All turning movements at stop-controlled intersections are anticipated to operate at LOS D or better in both peak hours with queues no longer than two vehicles in PM peak hour conditions.

As previously mentioned, alternate intersection control was evaluated at the intersections of Eastport Parkway and Port Grace Boulevard, Eastport Parkway and Southport Parkway, and Eastport Parkway and Port Grace Plaza. Roundabouts generally provide enhanced safety benefits at intersections by reducing vehicle speeds, the number of vehicular conflict points in the intersection, and severity of crashes. With the three roundabout intersections, results of the capacity analysis indicate all individual movements are anticipated to operate at LOS A in both peak hours with queue lengths of one vehicle.

### **Event Analysis**

Based on the capacity analysis for event conditions, all signalized intersections operate at a LOS D or better in both peak hours. There are several movements that are anticipated to operate at LOS E or LOS F, which are summarized in **Table 9** below.

**Table 9. 2025 plus Event Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and Southport Parkway	EBL	F (E)	#250 (#203)	91 (56)	1.04 (0.91)
	NBT	F (C)	#720 (486)	58 (24)	1.06 (0.81)
Giles Road and West Giles Road / Eastport Parkway	NBL	F (D)	#289 (78)	89 (44)	0.97 (0.50)
	NBT	D (E)	#117 (#129)	55 (56)	0.60 (0.63)
	NBR	F (D)	#423 (103)	198 (42)	1.36 (0.87)
120 <sup>th</sup> Street and Giles Road	NBL	F (C)	#403 (93)	158 (32)	1.20 (0.47)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

The northbound left-turning movement at Giles Road and I-80 Westbound Ramps is anticipated to be approximately 365 feet in the Saturday peak hour during events. The current available storage is approximately 300 feet. There is adequate median space to extend the northbound left-turn storage length and would be recommended as part of the build out of the site.

Most turning movements at stop-controlled intersections are anticipated to operate at LOS D or better in both peak hours with queues no longer than two vehicles. The exceptions are the westbound movements at the intersection of Eastport Parkway and McDermott Plaza which are anticipated to operate at LOS F in the Saturday peak hour with queues of approximately four vehicles.

Results of the capacity analysis at the alternate roundabout intersections indicate all individual movements are anticipated to operate at LOS A in both peak hours with queues of no more than two vehicles.

The 2025 plus Site Typical and Event capacity analysis summaries are illustrated in **Figure 16** and **Figure 17**, respectively. Detailed results are included in **Appendix G**.

## 6.2 2050 Plus Site Capacity Analysis

The improvements listed in the 2050 background analysis and 2025 plus Site analysis were included in the 2050 plus Site capacity analysis. There were no additional improvements included in the capacity analysis. The 2050 plus Site Typical and Event peak hour volume set are illustrated in **Figure 18** and **Figure 19**, respectively.

### Typical / Daily Analysis

Based on the capacity analysis, all signalized intersections operate at a LOS D or better in both peak hours. Several movements that are anticipated to operate at LOS E or LOS F are summarized in **Table 10** below.

**Table 10. 2050 plus Typical Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and Southport Parkway	EBL	E (D)	#247 (190)	57 (44)	0.93 (0.87)
	WBT	E (D)	#114 (61)	65 (49)	0.66 (0.39)
Giles Road and West Giles Road / Eastport Parkway	SBL	E (D)	#79 (77)	63 (46)	0.81 (0.74)
120 <sup>th</sup> Street and Giles Road	NBL	E (C)	#509 (126)	156 (32)	1.22 (0.51)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

As mentioned in previous sections, the northbound left-turning movement at 120<sup>th</sup> Street and Giles Road is anticipated to operate at LOS F in the PM peak hour with a queue that extends well beyond the storage of the adjacent right-turn lane. With a volume exceeding 400 vehicles, high delay, and long queues, dual left-turn lanes should be considered at this intersection. With the anticipated widening of Giles Road to a six-lane section in the future, other intersection improvements should be evaluated and implemented, if necessary, with the widening. Based on the expected growth in the area, dual northbound left-turn lanes are recommended at 120<sup>th</sup> Street and Giles Road based on this study.

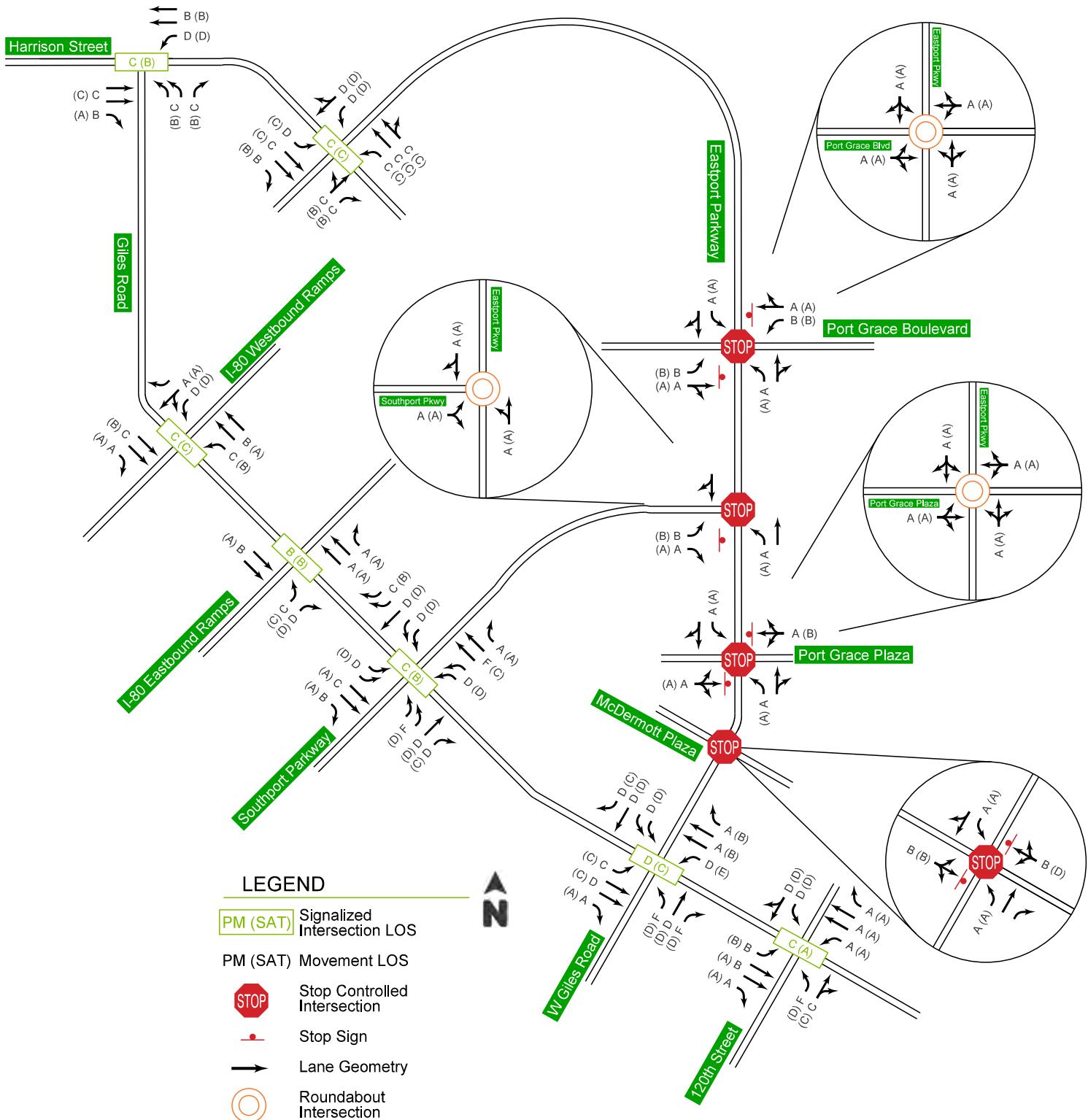


Figure 16. 2025 plus Typical Capacity Analysis Summary

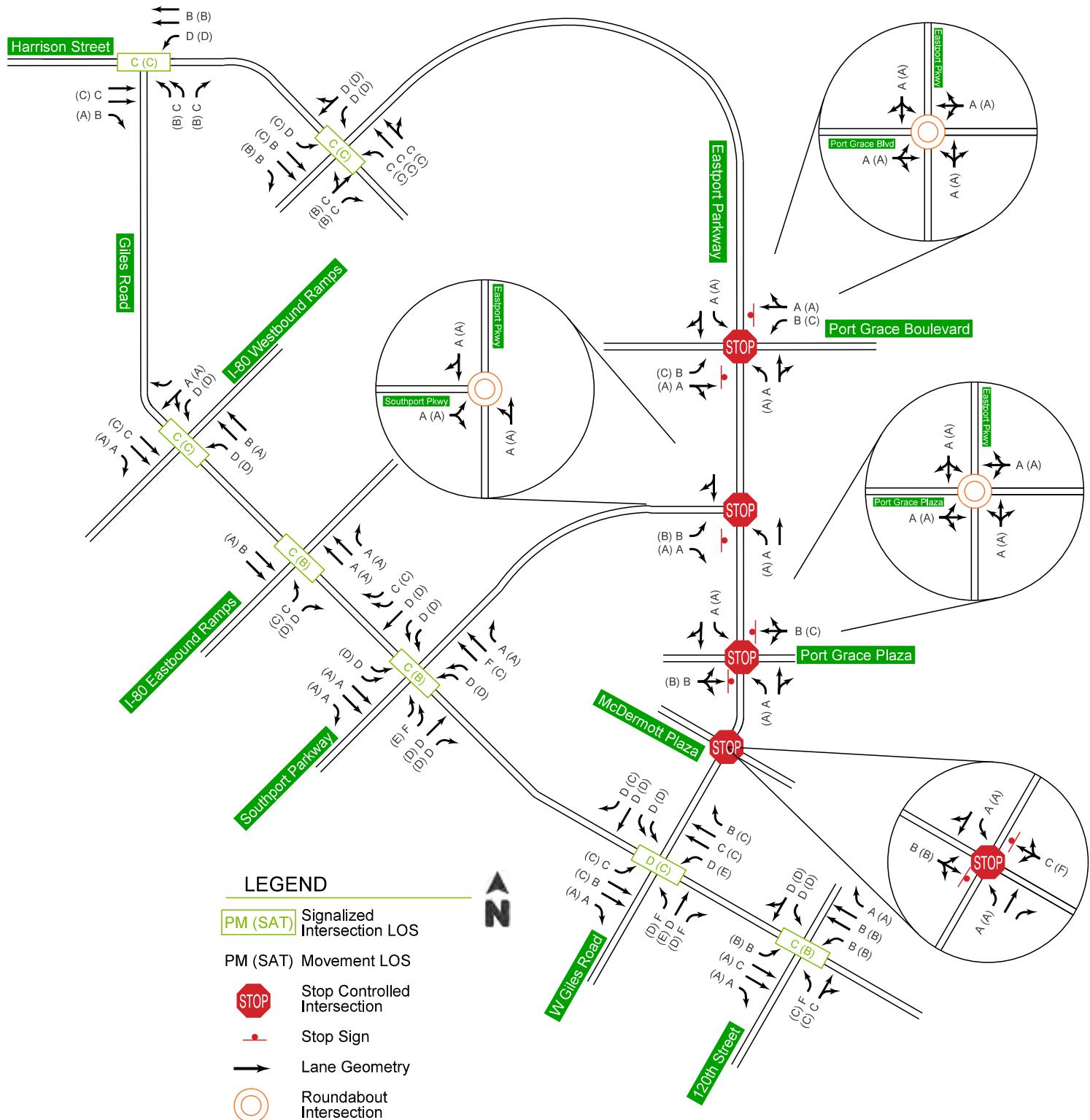
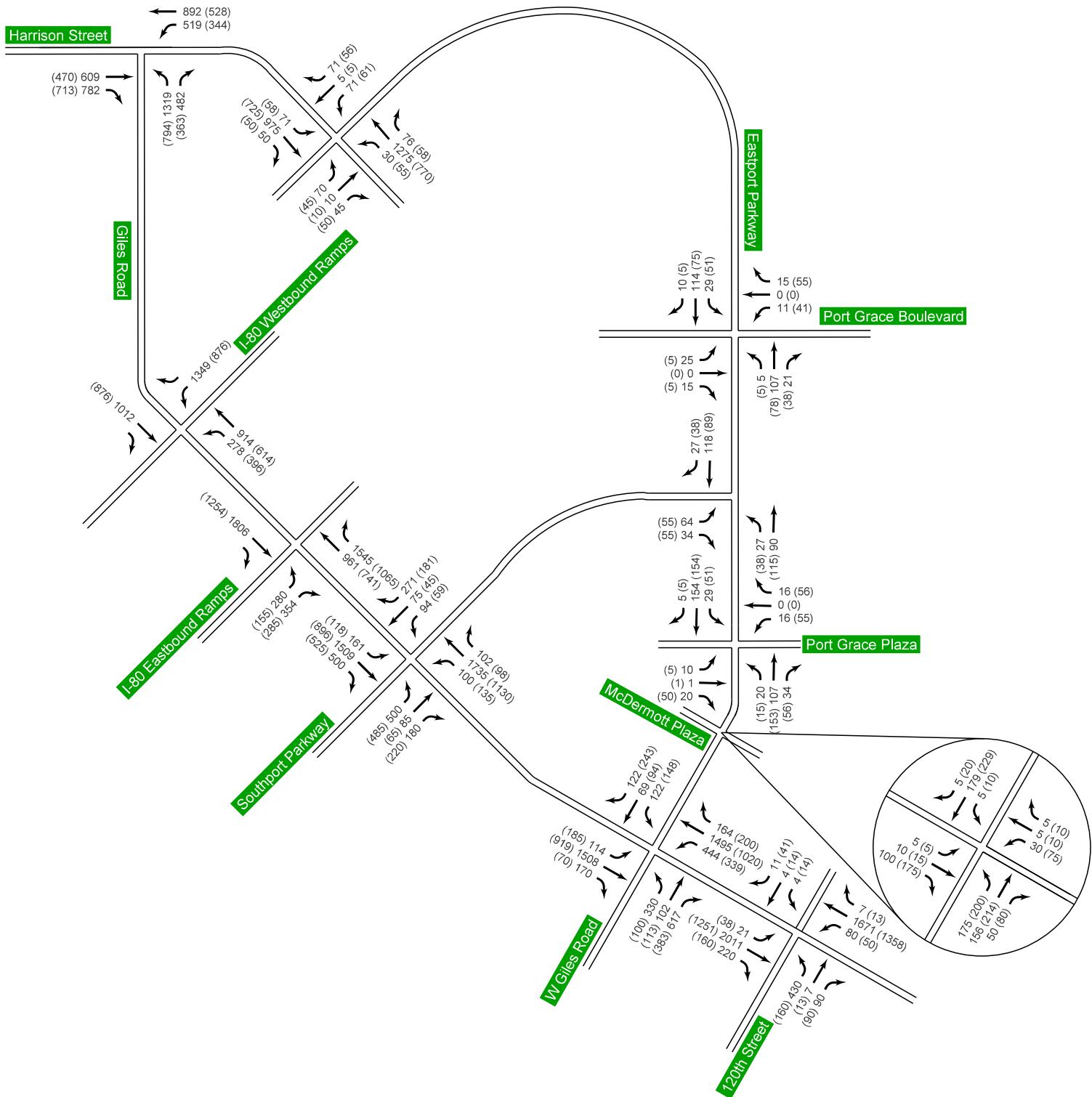


Figure 17. 2025 plus Event Capacity Analysis Summary

## LEGEND

### PM (SAT) Peak Hour Volume



**Figure 18. 2050 plus Typical Traffic Volumes**

LEGEND

PM (SAT) Peak Hour Volume

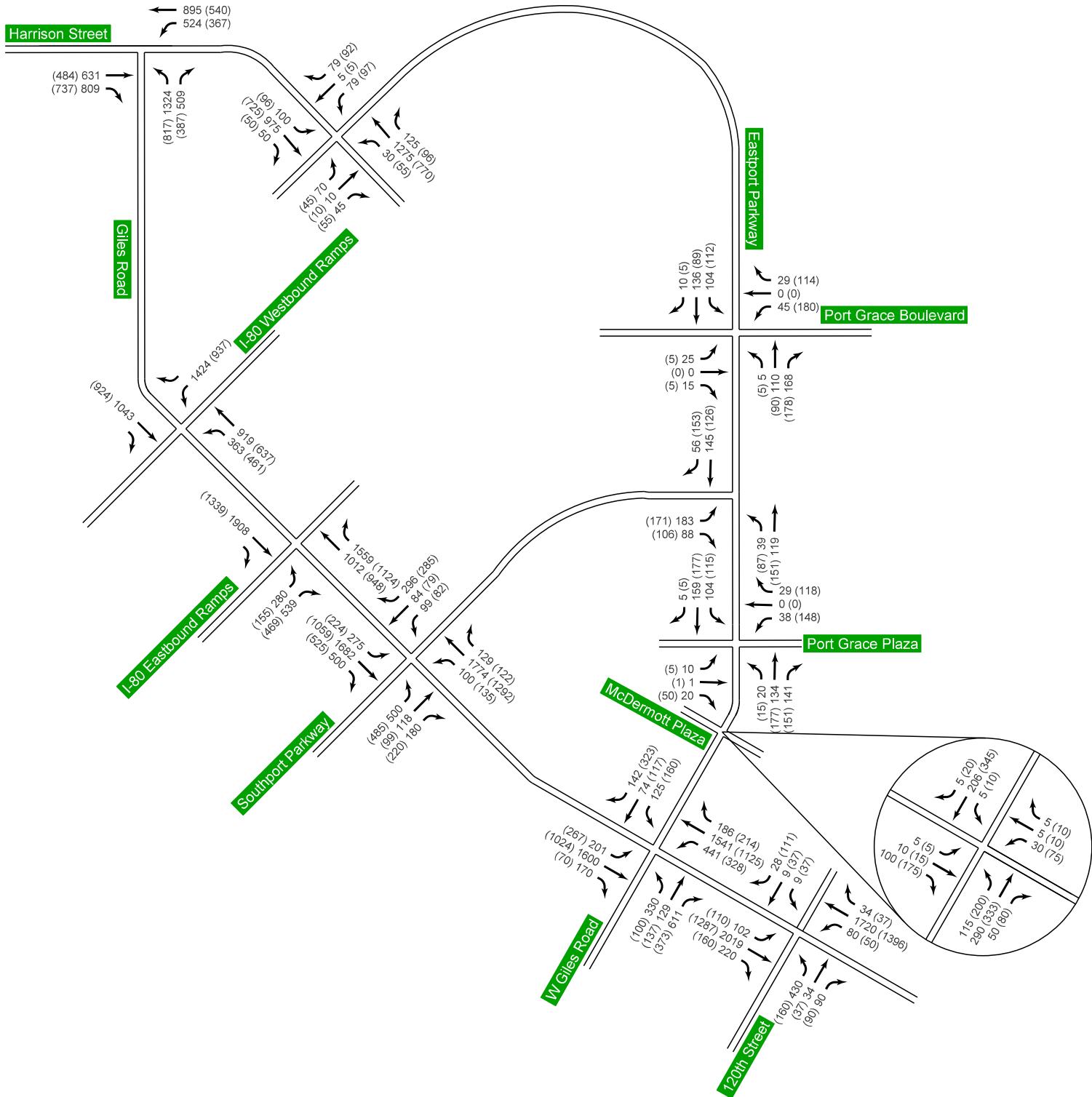


Figure 19. 2050 plus Event Traffic Volumes

At stop-controlled intersections, westbound movements at McDermott Plaza are anticipated to operate at LOS F in the Saturday peak hour with queues of approximately six vehicles. All other movements are anticipated to operate at LOS D or better in both peak hours.

At roundabout intersections, the capacity analysis indicates all individual movements are anticipated to operate similar to 2025 plus Site conditions (LOS A) with moderate increases in delay and queue lengths.

### **Event Analysis**

Based on the capacity analysis, all signalized intersections operate at a LOS D or better in both peak hours. There are several movements that are anticipated to operate at LOS E or LOS F, which are summarized in **Table 11** below.

**Table 11. 2050 plus Event Capacity and Queueing Analysis**

Intersection	Movement	LOS PM (SAT)	Queue, ft PM (SAT)	Delay, s PM (SAT)	Volume-to-Capacity Ratio (v/c)
Giles Road and I-80 Westbound Ramps	NBL	F (E)	#362 (#417)	75 (39)	1.02 (0.90)
Giles Road and Southport Parkway	EBL	F (D)	#264 (#206)	77 (52)	1.01 (0.92)
	WBT	E (E)	#121 (#122)	70 (69)	0.71 (0.70)
	SBL	E (E)	#122 (#118)	55 (55)	0.89 (0.87)
Giles Road and West Giles Road / Eastport Parkway	NBT	E (D)	#163 (#160)	57 (51)	0.69 (0.65)
	SBL	E (D)	67 (80)	56 (49)	0.81 (0.77)
	SBT	E (D)	#104 (118)	63 (40)	0.63 (0.45)
120 <sup>th</sup> Street and Giles Road	NBL	F (C)	#451 (105)	201 (32)	1.33 (0.72)

'#' refers to the 95<sup>th</sup> percentile volume exceeds the capacity of the movement, queue may be longer

Similar to 2025 plus Event conditions, the northbound left-turning movement at Giles Road and I-80 Westbound Ramps is anticipated to queue through the existing storage length. The storage length should be extended, or dual lefts should be installed with the widening of the Giles Road bridge over I-80.

At stop-controlled intersections, westbound movements at McDermott Plaza are anticipated to operate at LOS F in the Saturday peak hour with queues of approximately eight vehicles. Westbound movements at Port Grace Plaza are anticipated to operate at LOS E with queues of approximately six vehicles in the Saturday peak hour. All other movements are anticipated to operate at LOS D or better.

As roundabout intersections, the capacity analysis indicates all individual movements are anticipated to operate similar to 2025 plus Site conditions (LOS A) with moderate increases in delay and queue lengths.

Because of the poor operations at McDermott Plaza and after discussions with the City of La Vista, restricting the minor street approaches at McDermott Plaza to right-in, right-out was explored. Northbound left-turning, and eastbound / westbound through and left-turning traffic would be diverted to the roundabout intersection at Port Grace Plaza. A capacity analysis was performed at these two intersections with the restricted movements and redistributed turning traffic. Based on the capacity analysis, eastbound and westbound right-turning movements at McDermott Plaza are anticipated to operate at LOS B in the 2050 plus Event Saturday peak hour (highest volume scenario). Similarly, all turning movements at the roundabout intersection of Port Grace Plaza are anticipated to operate at LOS B or better with queues of no more than 120 feet.

The 2050 plus Site Typical and Event capacity analysis summaries are illustrated in **Figure 20** and **Figure 21**, respectively. Detailed results are included in **Appendix H**.

### **Southport Access Analysis**

As previously mentioned, a scenario was evaluated with an additional access to the site at the Eastport Parkway and Southport Parkway intersection. Trips were redistributed among the Eastport Parkway site access points. The trip distribution used for this scenario and associated site trips are shown in **Figure 22**. The 2050 plus Site traffic volumes are shown in **Figure 23**.

Based on the results of the capacity analysis, all individual movements at the Eastport Parkway access points are anticipated to operate at LOS C or better in both peak hours. The 95<sup>th</sup> percentile queue lengths are anticipated to be no more than two vehicles in both peak hours. As roundabout control, all individual movements are anticipated to operate at LOS A in both peak hours with queues of no more than approximately two vehicles in both peak hours.

The capacity analysis summaries for Typical and Event use are illustrated in **Figure 23**. Detailed results are included in **Appendix H**.

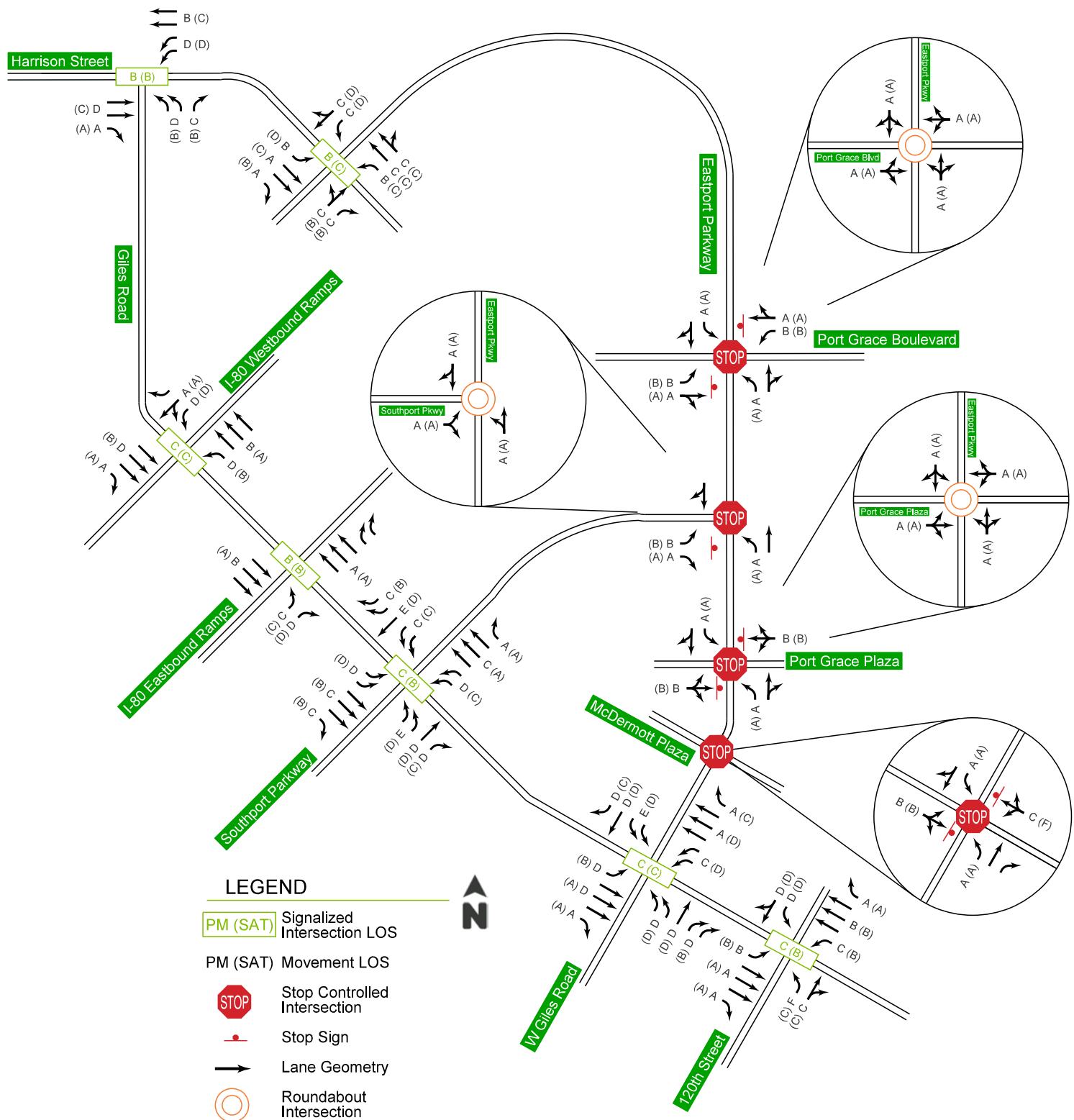


Figure 20. 2050 plus Typical Capacity Analysis Summary

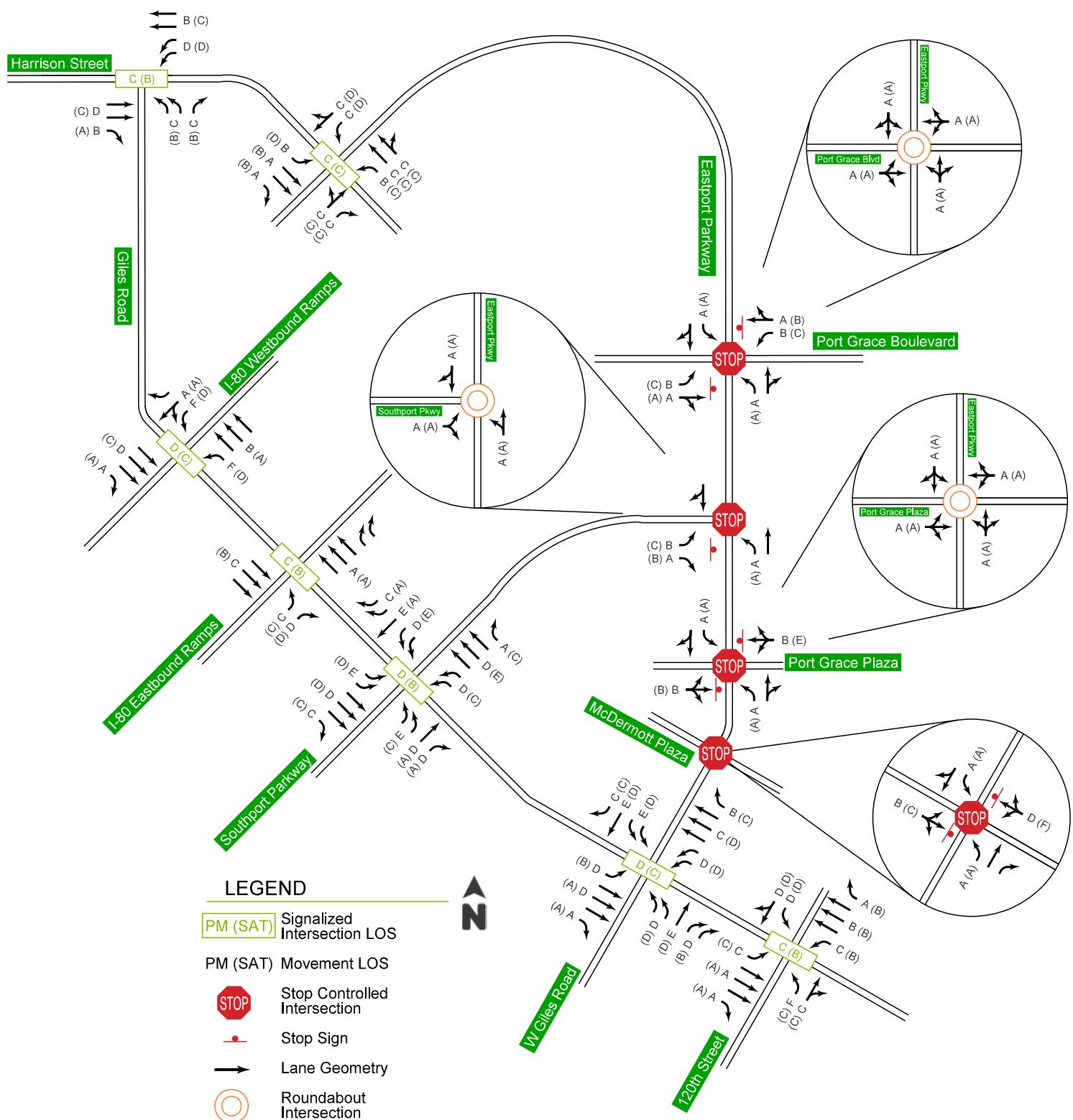
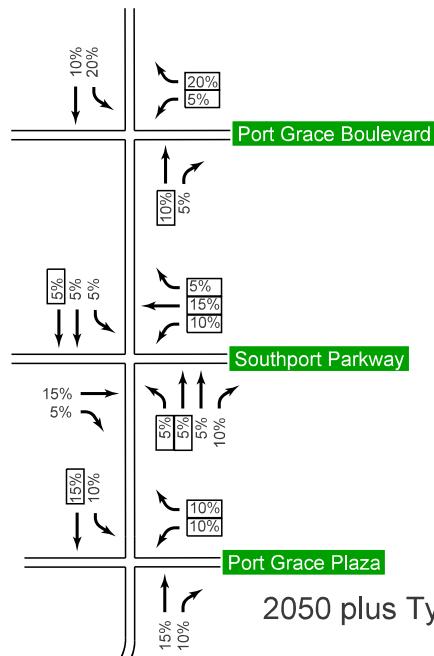


Figure 21. 2050 plus Event Capacity Analysis Summary

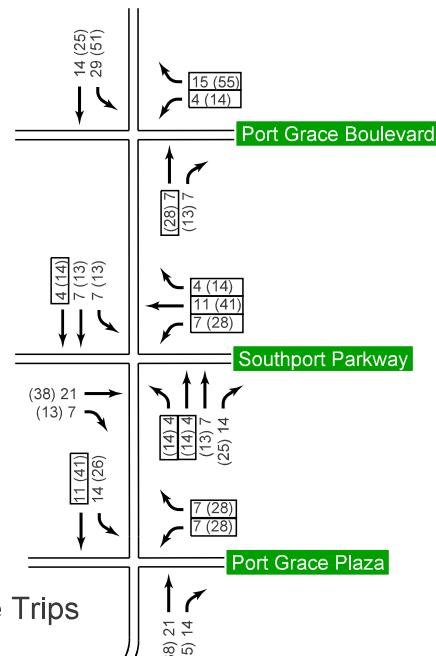
LEGEND

XX% Entering Distribution  
XX% Exiting Distribution



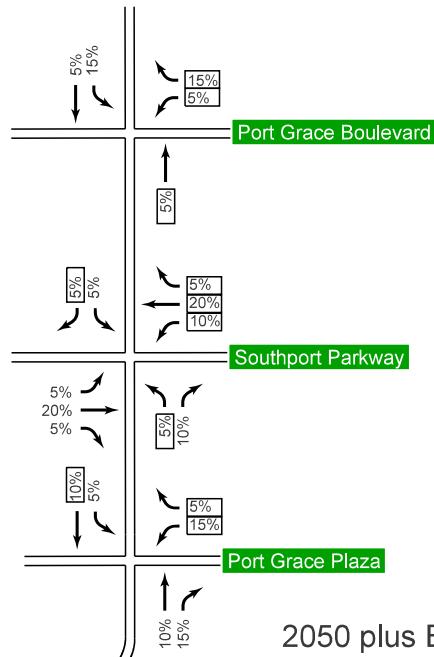
LEGEND

PM (SAT) Entering Trips  
PM (SAT) Exiting Trips



LEGEND

XX% Entering Distribution  
XX% Exiting Distribution



LEGEND

PM (SAT) Entering Trips  
PM (SAT) Exiting Trips

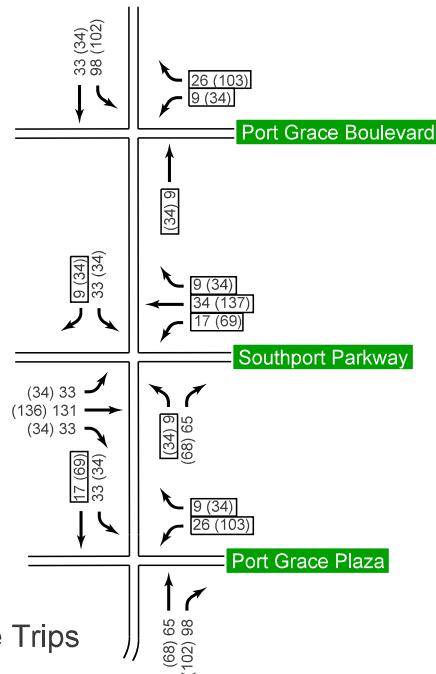
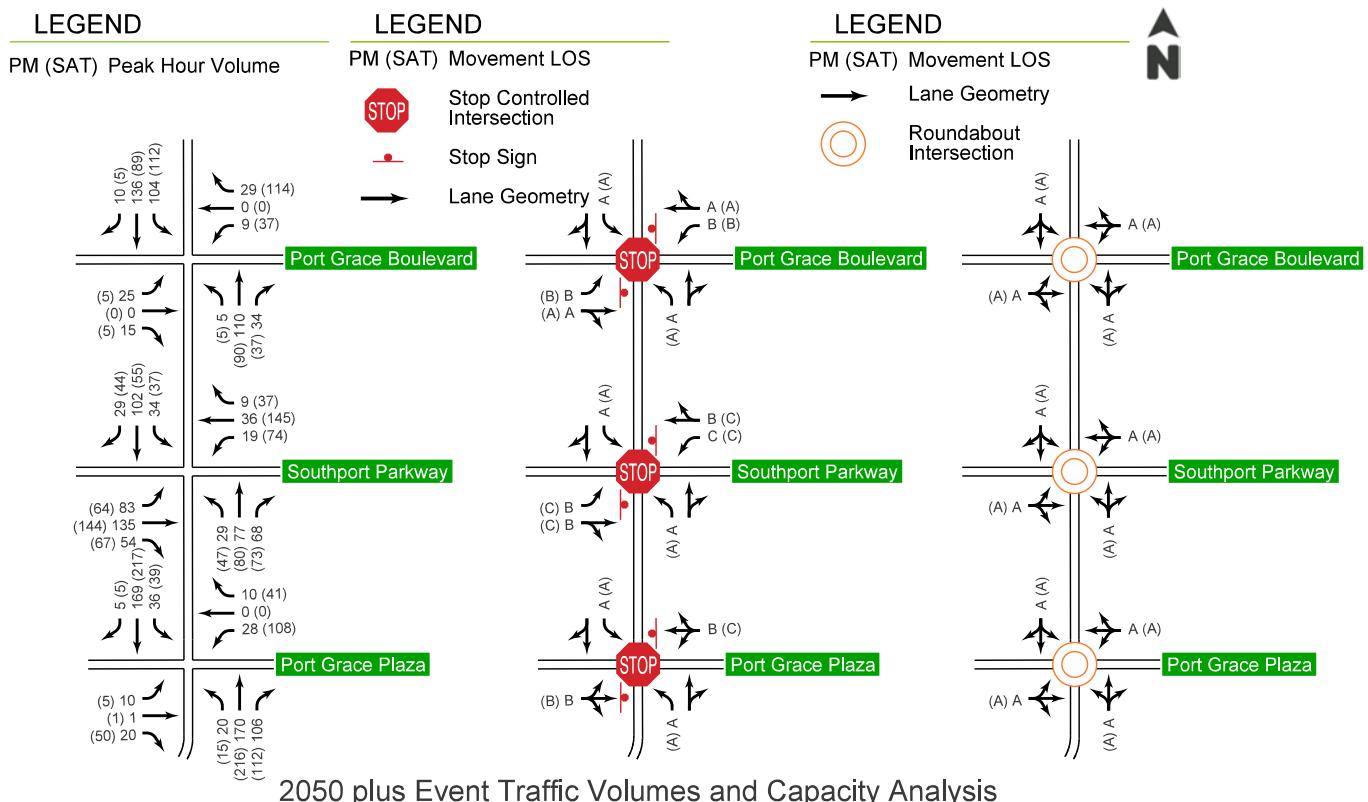
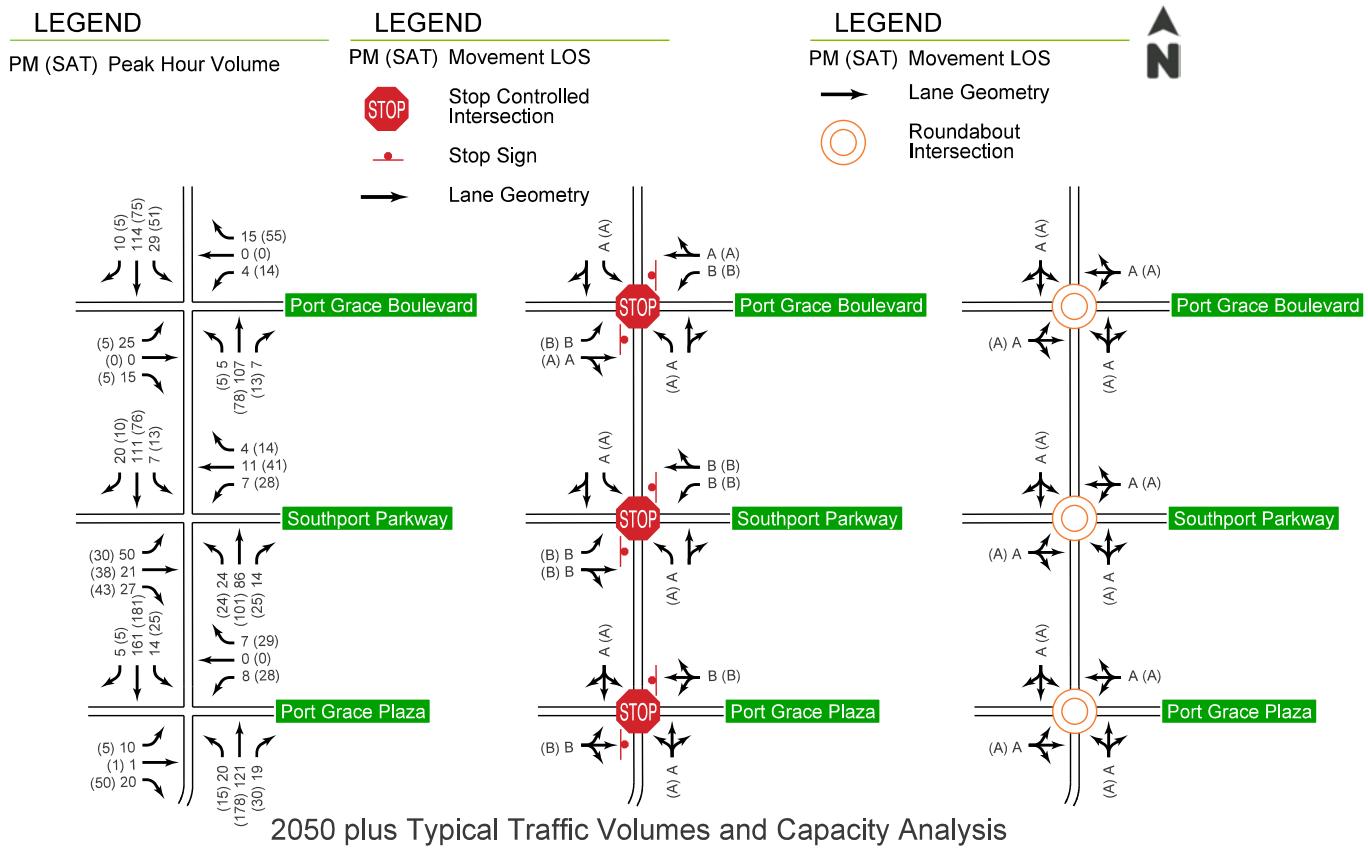


Figure 22. Trip Distribution and Site Trips – With Southport Access



**Figure 23. 2050 plus Site Volumes and Capacity Analysis – With Southport Access**

## 6.3 Pedestrian Access and Circulation

A pedestrian access and circulation evaluation was performed to determine the adequacy of the existing and proposed sidewalk network, pedestrian crossings, and general pedestrian safety around the site.

There are existing sidewalks along Eastport Parkway on both sides between Giles Road and Port Grace Plaza. Generally, the developed lots around the Southport Parkway area have sidewalk connections with gaps at the undeveloped parcels. As the area develops, these gaps are anticipated to be connected. Currently there are only two pedestrian crossings to cross Eastport Parkway, at McDermott Plaza and Port Grace Boulevard (both uncontrolled crossings).

The proposed site includes sidewalk access on the east side of Eastport Parkway and within the site. There will also be a pedestrian access over the railroad to the southeastern portion of the site. With roundabout intersections constructed at site access points along Eastport Parkway, two-stage pedestrian crossings will be available to patrons at intersections where vehicles will be slowed down. This is especially key towards the south end of Eastport Parkway (Port Grace Plaza intersection) where higher pedestrian activity will be present with more retail and restaurant uses adjacent to the multisport facilities. If McDermott Plaza is restricted to right-in, right-out with a center median, a two-stage crossing may offer additional pedestrian accommodations in the retail-heavy area of the Southport site. Additional signage, markings, and overhead lighting should be examined along Eastport Parkway to provide enhanced awareness and robust pedestrian accommodations.

## 7. SUMMARY AND CONCLUSIONS

This report documents the results of impact analyses conducted for a proposed multi-sport complex located in the Southport development north of Giles Road and east of 120<sup>th</sup> Street / Eastport Parkway in La Vista, Nebraska. This study was conducted to identify the anticipated trips that would be generated by the proposed development and to determine the effects of site traffic on the surrounding roadway network. There were five scenarios analyzed as part of this study: Existing, 2025 Background conditions, 2050 Background conditions, 2025 plus Site conditions (multiple scenarios) and 2050 plus Site conditions (multiple scenarios). The year 2050 was chosen as the long-range horizon year, which corresponds to the most recent MAPA long-range travel demand model. The year 2025 was chosen to represent the opening day of the proposed site. PM and Saturday peak hours were analyzed for all scenarios.

The proposed site plan includes 12 soccer fields (including a soccer stadium) and a standalone fieldhouse that will provide additional amenities and a view of the stadium for spectators. There are three direct access points anticipated as part of the development, two along Eastport Parkway at the intersections with Port Grace Plaza and Port Grace Boulevard and one access is proposed to the future north leg at 120<sup>th</sup> Street and Giles Road. Four fields will be accessed via 120<sup>th</sup> Street and the other eight and the fieldhouse will be accessed from Eastport Parkway intersections. Because the site is anticipated to host larger regional tournaments, a large-scale event scenario was included in the analysis.

In all future scenarios, traffic signal timings were modified to improve intersection operations based on background traffic growth and site traffic additions to the network. Generally, signalized intersections are anticipated to operate at acceptable levels of service. Some individual movements at signalized intersection are anticipated to experience heavy delay and queueing.

Because some movements at stop-control intersections were reported as operating at LOS E or worse, alternative intersection control was considered along Eastport Parkway. Roundabouts generally provide enhanced safety benefits at intersections by reducing vehicle speeds, the number of vehicular conflict points in the intersection, and severity of crashes. With roundabout control at Port Grace Boulevard, Southport Parkway, and Port Grace Plaza, the capacity analysis indicated individual movements are anticipated to operate at LOS A in both peak hours with queue lengths of one vehicle. In addition, roundabouts would provide improved pedestrian crossing opportunities along Eastport Parkway, especially at the south end of the proposed site where more retail and restaurant uses are located in the greater Southport development area.

Based on the capacity analysis, intersection control evaluation, and a review of regional and local transportation studies, the following improvements are recommended:

## ***Background Improvements***

### **Giles Road**

- \*Construct six-lane divided section from Harrison Street through 120<sup>th</sup> Street.

### **I-80 and Giles Road Interchange**

- Construct additional northbound Giles Road to eastbound I-80 lane to improve lane utilization along Giles Road.
  - The configuration would include one exclusive northbound right-turn lane and one shared through-right lane. An additional I-80 eastbound on-ramp lane is not included in the MTIS study and should be coordinated with the NDOT.
- \*Construct additional southbound Giles Road to westbound I-80 lane as a “free right” north of the interchange.
- Extend northbound left-turn lane to include 400 feet of storage length.
  - Consider constructing dual left-turn lanes with the expansion of the bridge with the widening of Giles to a six-lane section. This should be reevaluated before the Giles Road widening project.
- All improvements at the interchange should be coordinated between the City of La Vista and the NDOT to determine timeframe and implementation to improve current queuing issues.

### **Giles Road and Harrison Street**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.

### **Giles Road and West Giles Road / Eastport Parkway**

- Construct dual westbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.
- Construct dual northbound right-turn lanes with at least 200 feet of storage length.
  - Modify signal phasing to protected plus overlap phasing.
- Construct dual northbound left-turn lanes with at least 250 feet of storage length.
  - Modify signal phasing to protected only.

### **120<sup>th</sup> Street and Giles Road**

- Evaluate the need for dual northbound left-turn lanes. If dual lefts are determined to be needed, construct dual lefts with at least 250 feet of storage length.

\*Roadway improvements recommended by MTIS.

### ***Plus Site Improvements***

#### **Giles Road**

- Update signal timings throughout the corridor when the proposed facility opens.
  - When Giles Road widens to a six-lane section, signal timings should again be revisited and updated.

#### **Eastport Parkway and Port Grace Boulevard**

- Construct access as proposed.

#### **Eastport Parkway and Southport Parkway**

- Construct access as proposed (if constructing the access is preferred).

#### **Eastport Parkway and Port Grace Plaza**

- Construct access as proposed (roundabout).

#### **Eastport Parkway and McDermott Plaza**

- Consider restricting the intersection to ¾ left-in or right-in, right-out.
  - In either case, westbound left-turning movements would turn right to make a u-turning movement at the roundabout at Port Grace Plaza. There is anticipated to be sufficient intersection capacity to handle these movements.
  - As a right-in, right-out intersection, constructing a median through the intersection could allow for a two-stage pedestrian crossing and should be considered if restricting this drive is desired.

#### **Giles Road and West Giles Road / Eastport Parkway**

- Extend westbound left-turn lane to include at least 370 feet of storage (extend by approximately 70 feet).

#### **120<sup>th</sup> Street and Giles Road**

- Construct the north leg of the intersection with a dedicated left-turn lane and a shared through-right lane.
- Install traffic signal and mast arm for southbound approach. Based on construction of the north leg, other signal modifications may be needed.

If two site access points along Eastport Parkway are constructed, roundabout intersection control should be strongly considered. If the additional access point at Southport Parkway is constructed, either two-way stop-control or roundabout control would be supported by the analysis performed in this report. Roundabouts would provide a greater benefit to vehicular and pedestrian traffic along the corridor. Recommended improvements are summarized in **Figure 24**.

## **Event Management**

Event site traffic is anticipated to be the highest trip generator of the site; therefore, a conceptual event management plan has been identified:

- Modify the La Vista Papillion guide signs along Interstate 80 to include the Nebraska Multi Sport Complex. The guide signs immediately to the east and west of the interchange should be modified.
- Modify the complementary La Vista Papillion guide signs on the interstate exit ramp terminals to include the Nebraska Multi Sport Complex. The signs are located approximately 555 feet east and 300 feet west of the I-80 westbound ramp and I-80 eastbound ramp intersections, respectively.
- Develop a signal timing plan to mitigate delay at the minor-approach movements during events. The timing plan should consider the progression along Giles Road such that the 95<sup>th</sup> percentile queue lengths are not extended past the adjacent intersections.
- Coordinate with the City of La Vista Police Department to develop an event management plan to determine if police staff and/or active traffic control will be needed on site or in the study area during events. A focus of this should be to direct traffic to access points not along Giles Road to help alleviate delay and congestion during traffic peaks.



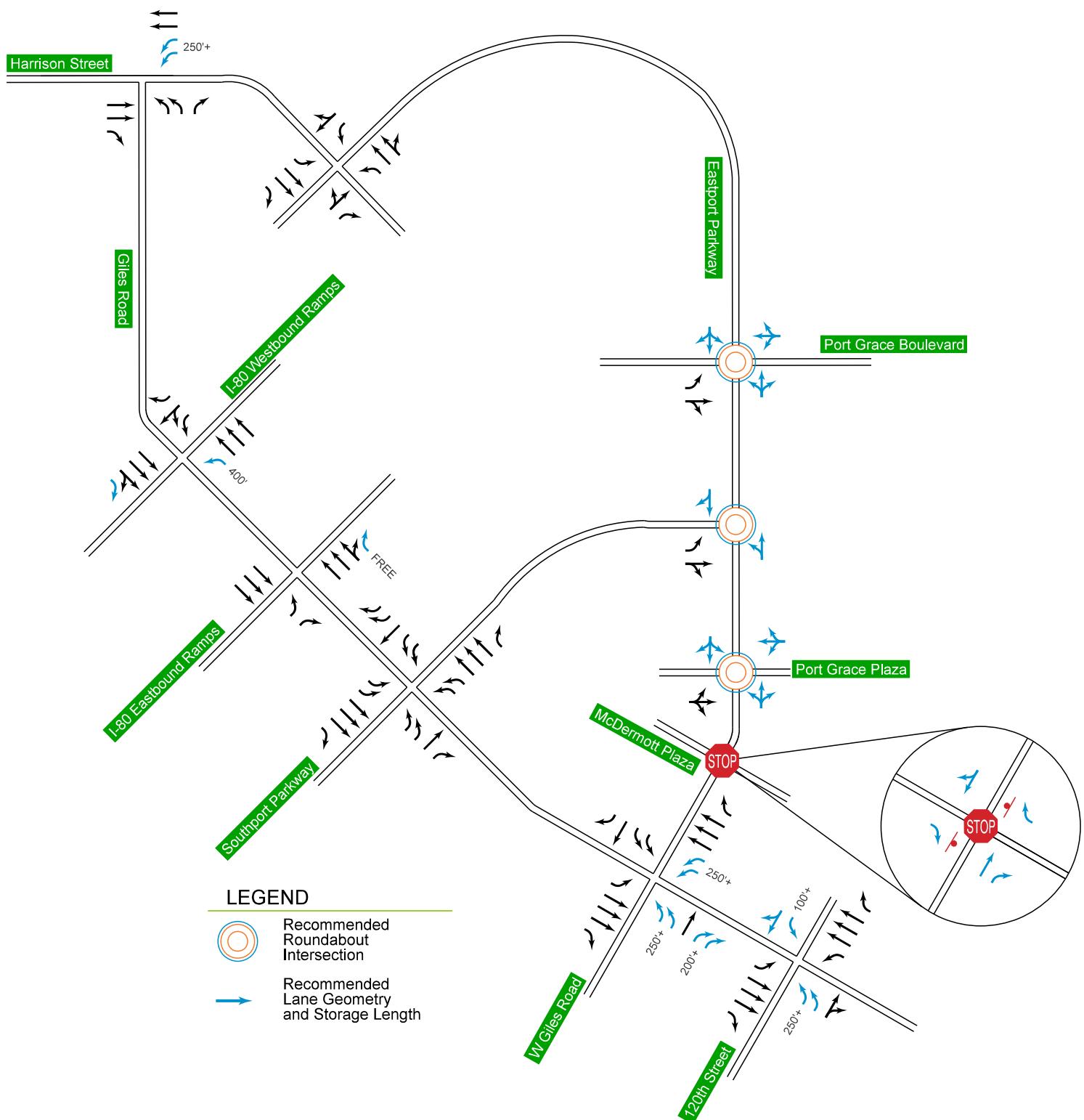


Figure 24. Recommended Improvements



October 29, 2021

RE: Nebraska Multi-sport Complex (NMSC) Traffic Impact Study – Review  
FHU Project No. 15-453-17

Mr. Pat Dowse, PE  
City Engineer  
City of La Vista  
9900 Portal Road  
La Vista, NE 68128

Dear Mr. Dowse:

We have completed our review of the Nebraska Multi-sport Complex Traffic Impact Study prepared by Olsson dated October 2021. As part of the review, we also considered previous traffic studies completed for the NMSC including, the Olsson, Nebraska Multi-sport Complex Traffic Impact Study from July 2016, and the updated Olsson Nebraska Multi-sport Complex Traffic Impact Study from September 2017. Eastport Parkway bounds the development site to the west, Giles Road to the south, and the Papillion Creek to the north and east.

Based upon our review of the information provided, we offer the following comments:

1. In general, we concur with the analysis scenarios and trip generation/distribution as developed by Olsson for this study for the Existing, 2025 Background, 2025 Plus Site, 2050 Background, and 2050 Plus Site analysis years.
2. Page 1 / 2. Data Collection: Time frames of traffic counts are stated but no reference to what the determined peak hours are for the PM and SAT time periods.  
*Please have the applicant state the PM and SAT peak hours used for this study.*
3. Page 6, 7 & 8 / Table 3 & Figure 4: LOS and movements do not match between text, table, and figure. Examples include the text states the “intersection of Giles Road and West Giles Road /Eastport Parkway which operates at LOS F in the PM peak hour” when Figure 4 show is at LOS D. Figure 4 shows E (D) for the eastbound left-turn at Giles and Southport, but text and table show E (F). The westbound through movement of Giles at Southport is also LOS F in the PM peak.  
*Please have the applicant update the text, table, or figure with the correct LOS.*
4. Page 8 & 14 / Figure 4 & Figure 7: Overall intersection LOS and individual movement LOS at the intersection of Giles Road with Southport Parkway improve from Existing [D (D)] to 2025 Background [C (B)].  
*Please have the applicant verify the LOS for 2025 Background with the modified phase splits.*
5. Page 19 / Figure 9: The site plan does not show parking lot locations, the grade-separated pedestrian bridge, the stadium field, or the standalone fieldhouse.  
*Please have the applicant include a revised site plan showing the locations of these facilities.*

6. Page 15 & 17 / Figure 8: Dual westbound left-turn lanes are assumed to be included as part of the 2050 Background improvements. Figure 8 shows a single westbound left-turn lane on Harrison Street.  
*Please have the applicant show the correct lane arrangements and update the operational analysis at the intersection of Giles Road with Harrison Street for 2050 Background.*
7. Page 16 & 17 / Table 5 & Figure 8: Figure 8 shows the northbound left-turn movement on Giles Road at the I-80 Westbound Ramps as LOS E in the PM peak hour.  
*Please have the applicant add this movement, queues, delay, and V/C ratio to Table 5.*
8. Page 25 & 26 / Figure 12 & Figure 13: At the intersection of 120<sup>th</sup> Street with Giles Road, trip generations are shown on the northbound left-turn movement. Trip distributions figures show these site -generated volumes should be through movements.  
*Please have the applicant update Figure 12 and Figure 13 to show the correct site-generated trips at the intersection of 120<sup>th</sup> Street and Giles Road.*
9. Page 35 / Figure 19: Figure 19 is labeled incorrectly.  
*Please have the applicant update the figure name from 2025 to 2050.*
10. Page 44 / 120<sup>th</sup> Street and Giles Road: List of improvements should include installing a new traffic signal for the proposed north leg (SW corner). Modifications may be required to the NE signal pole to accommodate the site drive and the northbound dual-left turn lanes.  
*Please have the applicant add install traffic signal/traffic signal modifications to*
11. General: I-80 and Giles Road Interchange: Exclusive dual northbound right-turn lanes were recommended at the intersection of Giles Road with I-80 Eastbound Ramps, as shown on Page 39 / Figure 21. The recommendations shown on Page 44 / Figure 24 show the dual right-turn lanes as one shared through/right-turn lane with one exclusive right-turn lane. It should be noted that while this is a study recommendation, NDOT has not planned or supported the construction of dual northbound right-turn lanes at this location. Further coordination with NDOT will be required.  
*Please have the applicant clarify which lane configuration is recommended and update analysis and figures accordingly.*
12. General: The alternatives analysis of Eastport Parkway with Port Grace Plaza, Southport Parkway, and Port Grace Boulevard compared two-way stop-controlled (TWSC) intersections and roundabouts for traffic control. Both options provide acceptable traffic operations to handle site-generated traffic volumes. The roundabouts will provide additional delay on Eastport Parkway compared to the TWSC. However, the roundabout will provide traffic calming along Eastport Parkway and safer pedestrian crossings of Eastport Parkway. With the amount of vehicle and pedestrian traffic anticipated and the relationship of the site to retail, food, and lodging on the west side of Eastport Parkway, roundabouts will provide the safest traffic control for the site drives.
13. General: The previous version of the study from September 2017 included an event management section (Page 34 / 9.0 EVENT MANAGEMENT) that identifies wayfinding sign locations and developing an event signal timing plan.  
*Please have the applicant include these recommendations with this study or provide justification for why they were omitted.*

October 29, 2021

Nebraska Multi-sport Complex (NMSC) Traffic Impact Study – Review

Page 3

14. General: With the mix of vehicles and pedestrians and the site's locations to retail, food, and lodging, a detailed look at on-site and off-site pedestrian accommodations is recommended. The study should evaluate the existing sidewalk network in the study area and determine any gaps, and look at crossing locations on Eastport Parkway to determine the safest crossing treatments such as signs, marking, and/or RRFB.  
*Please have the applicant complete a pedestrian circulation and access evaluation.*
15. General: Lane utilization factors on Giles Road and downstream lane choice (i.e. vehicles moving to the right lane to access I-80 ramps) affect traffic operations. This lane utilization condition results in northbound queues extending through the intersection of Giles Road with West Giles Road / Eastport Parkway and southbound queues extending through the intersection of Giles Road with the I-80 westbound ramps. The City of La Vista should coordinate with the Nebraska Department of Transportation to determine if capacity improvements at the I-80 ramp terminals (including dual northbound right-turn lanes) could be implemented.
16. General: FHU developed traffic signal timing and phasing modifications for the intersections of Giles Road with Southport Parkway, West Giles Road, and 120<sup>th</sup> Street in April/May 2019. It is anticipated that the Nebraska Multisport Complex will also generate a significant number of new trips onto Giles Road; the timing plans should be updated again prior to the facility opening.
17. The study should be sealed and signed by a professional engineer licensed in the state of Nebraska.

If you have any questions regarding this review of the traffic study or if you would like to meet to discuss it in further detail, please give me a call.

Sincerely,

**FELSBURG HOLT & ULLEVIG**



Adam Denney, PE, PTOE  
Transportation Engineer



March 4, 2022

Kyle Graham  
Olsson Associates  
2111 S. 67<sup>th</sup> Street, Suite 300  
Omaha, NE 68106

RE: Conditional Use Permit – 3<sup>rd</sup> Review  
Nebraska Multisport Complex  
8505 Eastport Parkway  
Private Recreation Facility

Mr. Graham:

Thank you for your resubmittal on behalf of Nebraska Multi-sport Complex (the "Applicant") in regards to the Conditional Use Permit application to allow for a private recreation facility northeast of Eastport Parkway and Giles Road. Based on the elements for consideration set forth in Article 6.05 of the Zoning Ordinance, our staff has reviewed the submittal and has provided the following comments:

1. Regarding Section 6.05.01 and Section 6.05.04 of the La Vista Zoning Ordinance, the Applicant has submitted a site plan for this development. The geometry of the roadway and potential pedestrian facilities will need to be evaluated to ensure proper roadway connections and traffic control devices for the orderly movement of staff, visitors, and emergency vehicles.
2. Please provide the design criteria for the ring road through the complex, in addition to the proposed design speed, if said speed will be posted. Based on a review of the most recent submittal, it was concluded that the roadways may not meet some of the minimum design criteria if they were public local roads. The paved portions of the ring road are urban section, but the area that is aggregate/milling is a rural section, and per Olsson Associates, are expected to stay rural section when paved, utilizing the ditch drainage.
3. Staff has concerns regarding the intersection of 120<sup>th</sup> Street and Giles Road. Through movements for vehicles exiting the site to 120<sup>th</sup> Street do not appear to line up in the provided plans. With the grade and the amount of truck traffic at this intersection, this intersection is likely to operate poorly. Adjusting the signal timing to a split phase on the

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La Vista, NE 68128-2198  
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402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

minor legs is unlikely due to the green time priority being given to Giles Road corridor. Please re-evaluate the geometry of this connection.

4. It appears that there are planned access gates at each entrance into the complex. Some of the gates, specifically the gate at the roundabout and the gate at the 120<sup>th</sup> Street access, may not be able to be ascertained by a driver until they have already committed to entering the site. To avoid potential issues, the round-about access should include a cul-de-sac in front of the gate, and the 120<sup>th</sup> Street gate should be moved north and with a cul-de-sac added. Staff does not express confidence in signage alone as a resolution to overcome this issue.
5. Wayfinding signage should not only include off-site, but on-site signage to handle the direction of traffic to inform attendees on either side of the railroad tracks of where to go without having to turn around and go to other side of the complex.
6. The site plan provided in the last submittal depicts 1,258 parking stalls, 32 of which are ADA/van accessible. Based on our calculations, this should be sufficient to accommodate daily activities and events with roughly 5,000 people in attendance. However, as stated in the TIS, there's a potential for events that could draw 10,500 people per day on a weekend. Although attendance would be stretched over that time period, attendance of that magnitude could cause traffic congestion and a potential inability to accommodate all vehicles on-site. Have you or the Applicant held any discussions with nearby businesses about the potential for shared parking in case the proposed parking areas cannot contain all of the parked vehicles for major events?
7. Sidewalks need to be constructed along Eastport Parkway from the north entrance to the complex, south to the existing sidewalk in front of Lot 1 Southport East Replat Twelve (Comfort Suites). A sidewalk connection from the center spline walkway that replaced the road needs to connect to the current and future sidewalks along Southport Parkway.

Staff requests an analysis regarding potential pedestrian routing through Southport East. Such analysis should address optimal locations for pedestrian crossing(s) along Eastport Parkway. Considerations should include various options including, but not limited to; All Way Stop Condition at Southport Parkway and Eastport Parkway, RRFB Crossing (Rectangular Rapid Flash Beacon like what is currently in place in Southport East), and/or a HAWK Signal (Pedestrian Hybrid Beacon) at or near any potential pedestrian crossing of Eastport Parkway.

8. Please provide an estimated timeline for the development of Phase #2 (Fieldhouse, additional restrooms, etc).

You have expressed the desire to have a portion of the main drive through the complex and a majority of the parking spaces be aggregate surfacing. Please provide a plan for

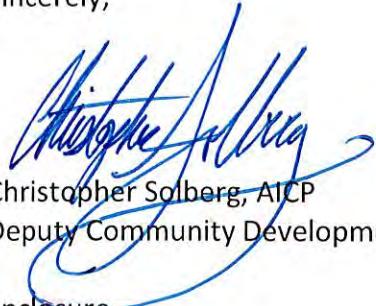
maintenance of gravel areas to reduce the impacts of dust. Such information will need to be included in the Operations Management Plan previously discussed. Additionally, staff believes that the main drive should transition to pavement at the time of the development of Phase #2 of the complex.

9. In regards to Section 6.05.05 and Section 6.05.10 of the La Vista Zoning Ordinance, please identify and propose points in time or in the progression of operating activities at which roundabout improvements at the intersections of Eastport Parkway with Port Grace Blvd and Southport Parkway will be required. Such thresholds or triggers for roundabout construction should be defined to specific and measurable points in the ramp up of activities on the site (i.e. number of large events in a year, or the construction of a future phase) that will have an impact sufficient enough to warrant the improvements.
10. Proposed locations for temporary restroom trailers were identified in the latest resubmittal. Screening of these temporary restroom areas will not be required at this time, however, a condition will be placed within the Conditional Use Permit that if complaints are received and the lack of screening becomes a concern, the City may require the installation of fencing or screening of temporary restroom areas at a later date.
11. Please provide the proposed sanitary sewer alignments through the complex and the point(s) of connection to the current sewer system.
12. Please note that the contractor for the development has attempted to submit a building permit application and building plans for the restroom facility. As a reminder, the site lies with the Gateway Corridor District (Overlay District) the development will need to proceed through the architectural design review approval process. This includes structures, lighting, landscaping and other aspects as set forth within the Gateway Corridor District Design Guidelines. Please let us know when the Applicant is ready to schedule a pre-application meeting to begin this process.
13. Please note that the City has regulations and restrictions on the type, number, location, and size of signage that is permitted to be constructed and displayed, per Section 7.01 of the La Vista Zoning Ordinance. As you consider the use of signage on the property for sponsorship revenue generation or other such purposes, please reach out to us to confirm that any such signage would be permitted by the La Vista Zoning Ordinance.

Please submit four copies of revised documents, along with an electronic copy, by March 11<sup>th</sup> in order to continue to be considered for the April 7, 2021 Planning Commission meeting. If you cannot re-submit by this date, or additional changes are required after the next submittal, the application will be considered for the following Planning Commission meeting.

Should you have any questions please contact me at 402-593-6400.

Sincerely,



Christopher Solberg, AICP  
Deputy Community Development Director

Enclosure

Cc: Bruce Fountain, AICP – Community Development Director  
Cale Brodersen, AICP – Assistant City Planner  
Pat Dowse, PE – City Engineer  
Craig Scriven – Nebraska Multi-Sport Complex



March 21, 2022

Kyle Graham  
Olsson Associates  
2111 S. 67<sup>th</sup> Street, Suite 300  
Omaha, NE 68106

RE: Conditional Use Permit – 4<sup>th</sup> Review  
Nebraska Multisport Complex  
8505 Eastport Parkway  
Private Recreation Facility

Mr. Graham:

Thank you for your resubmittal on behalf of Nebraska Multi-sport Complex (the “Applicant”) in regards to the Conditional Use Permit application to allow for a private recreation facility northeast of Eastport Parkway and Giles Road. Based on the elements for consideration set forth in Article 6.05 of the Zoning Ordinance, our staff has reviewed the submittal and has provided the following comments:

1. The conditional use permit put forth for approval will include a condition as part of the language to require the completion of subdivision agreement that sets forth requirements for public improvements. Considerations for pedestrian safety improvements will be included as a requirement within the subdivision agreement.

The subdivision agreement shall include language as to the timing of future public improvements as the use of the complex increases and adjustments to the traffic operations are warranted. Staff recommends that the applicant starts considering the thresholds and triggers of such improvements now in order to facilitate the timely development of the subdivision agreement.

2. Sidewalks need to be constructed along Eastport Parkway from the north entrance to the complex, south to the existing sidewalk in front of Lot 1 Southport East Replat Twelve (Comfort Suites).

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9900 Portal Rd.  
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402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

3. Staff has concerns regarding the intersection of 120<sup>th</sup> Street and Giles Road. Through movements for vehicles exiting the site to 120<sup>th</sup> Street do not appear to line up in the provided plans. With the grade and the amount of truck traffic at this intersection, this intersection is likely to operate poorly. Adjusting the signal timing to a split phase on the minor legs is unlikely due to the green time priority being given to Giles Road corridor. Staff has requested to see how the movements through this intersection work and request to be provided with additional details on what signage and/or other improvements are proposed to make the geometry work.
4. Based upon our March 16, 2022 meeting, please provide locations and alignments of pedestrian facilities, an traffic control devices. Further development of the site plan and review of said site plan will be necessary prior to the issuance of a building permit.
5. Based upon our March 16, 2022 meeting, please provide the design criteria for the ring road through the complex and the 120<sup>th</sup> Street access road, in addition to the proposed design speed, if said speed will be posted. Further design iterations of the ring road and 120<sup>th</sup> Street access road may be necessary to ensure proper geometry and drainage prior to the issuance of a building permit.
6. Based on discussions held regarding turn arounds near the proposed gates at our March 16, 2022 meeting it was concluded that improvements at the 120<sup>th</sup> Street access location were warranted. Please update the CUP Site Plan with the proposed turn around as discussed at that meeting.
7. Wayfinding signage should not only include off-site, but on-site signage to handle the direction of traffic to inform attendees on either side of the railroad tracks of where to go without having to turn around and go to other side of the complex. A wayfinding signage plan will be required as an exhibit to the subdivision agreement. This plan will include a map depicting the location and type of signs that will provide wayfinding in the public areas approaching the complex.
8. Based on discussions held regarding parking at our March 16, 2022 meeting, it was determined that the Community Development Director would provide contact information for PayPal and Securities America to allow applicant representatives to reach out to these businesses about potential overflow parking on peak weekend days. Please continue to reach out to local businesses to continue this conversation.
9. Please provide the proposed sanitary sewer alignments through the complex and the point(s) of connection to the current sewer system. Further discussions with La Vista Public Works and Omaha Public Works will be needed to ensure the alignments, receiving interceptors are consistent with the current Wastewater Service Agreement, and that any public sewer improvements are included and properly provisioned in the executed Subdivision Agreement prior to the issuance of a building permit.

10. Based on our meeting of March 16, 2022, staff will have additional conversations about the design review aspects of this project and will provide direction through separate concurrence.

Based on the discussions at our recent meeting, staff will move forward with the publication requirements related to adding this application to the April 7, 2022 Planning Commission meeting. Please make adjustments to the application documents based on comments #2, 3, & 6 above and submit four copies of revised documents, along with an electronic copy, by March 24<sup>th</sup> in order to continue to be considered for the April 7, 2022 Planning Commission meeting.

Should you have any questions please contact me at 402-593-6400.

Sincerely,



Christopher Solberg, AICP  
Deputy Community Development Director

Enclosure

Cc:      Bruce Fountain, AICP – Community Development Director  
          Cale Brodersen, AICP – Assistant City Planner  
          Pat Dowse, PE – City Engineer  
          Craig Scriven – Nebraska Multi-Sport Complex



March 25, 2022

Chris Solberg  
Community Development  
La Vista City Hall  
8116 Park View Boulevard  
La Vista, NE 68128

RE: Conditional Use Permit (C.U.P.) – 4th Review Comments  
Southport Pkwy & Eastport Pkwy  
Nebraska Multi-Sport Complex (NMSC) C.U.P.

Dear Chris,

Please see the owner and design teams' responses to the initial C.U.P. Comments as provided by your staff:

1. The conditional use permit put forth for approval will include a condition as part of the language to require the completion of subdivision agreement that sets forth requirements for public improvements. Considerations for pedestrian safety improvements will be included as a requirement within the subdivision agreement.

The subdivision agreement shall include language as to the timing of future public improvements as the use of the complex increases and adjustments to the traffic operations are warranted. Staff recommends that the applicant starts considering the thresholds and triggers of such improvements now in order to facilitate the timely development of the subdivision agreement.

- a. *A pedestrian traffic analysis will be completed as part of the subdivision agreement to optimize pedestrian traffic flow from the complex to adjacent hotels, restaurants, and off-site parking locations. Future public improvements will also be analyzed based on timing of additional complex improvements.*
  - b. *The first round of public improvements will be completed by 8/1/22, but will only consist of the northernmost entrance to the complex. A traffic operations plan will also be submitted for approval prior to this date.*
  - c. *The next round of public improvements will consist of the traffic signal and intersection improvements at 120<sup>th</sup> and Giles. These items shall be constructed and operational by 4/1/22.*
  - d. *Per the Traffic Impact Study prepared by Olsson, the roundabout at the south entrance to the complex, along Eastport Parkway, will not be required until the fieldhouse and hotel are constructed, therefore the traffic operations plan will be revised in November 2022 to address specific trigger dates and timeline.*
2. Sidewalks need to be constructed along Eastport Parkway from the north entrance to the complex, south to the existing sidewalk in front of Lot 1 Southport East Replat Twelve (Comfort Suites).

- a. *The site plan is currently being updated to include the sidewalks referenced above, which will be constructed along with the on-site improvements. Pedestrian crosswalks will be considered and implemented as part of the subdivision agreement.*
3. Staff has concerns regarding the intersection of 120<sup>th</sup> Street and Giles Road. Through movements for vehicles exiting the site to 120<sup>th</sup> Street do not appear to line up in the provided plans. With the grade and the amount of truck traffic at this intersection, this intersection is likely to operate poorly. Adjusting the signal timing to a split phase on the minor legs is unlikely due to the green time priority being given to Giles Road corridor. Staff has requested to see how the movements through this intersection work and request to be provided with additional details on what signage and/or other improvements are proposed to make the geometry work.
  - a. *This intersection has been analyzed for turning movements on all legs and exhibits showing those movements are attached.*
4. Based upon our March 16, 2022 meeting, please provide locations and alignments of pedestrian facilities, and traffic control devices. Further development of the site plan and review of said site plan will be necessary prior to the issuance of a building permit.
  - a. *A pedestrian traffic analysis will be completed as part of the subdivision agreement to optimize pedestrian traffic flow around the complex, and a Pedestrian Traffic Plan will be prepared as part of that analysis.*
5. Based upon our March 16, 2022 meeting, please provide the design criteria for the ring road through the complex and the 120<sup>th</sup> Street access road, in addition to the proposed design speed, if said speed will be posted. Further design iterations of the ring road and 120<sup>th</sup> Street access road may be necessary to ensure proper geometry and drainage prior to the issuance of a building permit.
  - a. *Typical sections for both the paved and rock sections of the internal roadway have been attached to this response letter. K Values and SSD are shown on the Roadway Plan & Profiles, also attached.*
6. Based on discussions held regarding turnarounds near the proposed gates at our March 16, 2022 meeting it was concluded that improvements at the 120<sup>th</sup> Street access location were warranted. Please update the C.U.P. Site Plan with the proposed turnaround as discussed at that meeting.
  - a. *Turnarounds have been added to the site plan at two of the three entrance drives, as discussed with the City on 3/16/22. These revised plans will be submitted to the City for final plan review no later than 3/31/22.*
7. Wayfinding signage should not only include off-site, but on-site signage to handle the direction of traffic to inform attendees on either side of the railroad tracks of where to go without having to turn around and go to other side of the complex. A wayfinding signage plan will be required as an exhibit to the subdivision agreement. This plan will include a map depicting the location and type of signs that will provide wayfinding in the public areas approaching the complex.
  - a. *A pedestrian traffic analysis will be completed as part of the subdivision agreement to optimize pedestrian traffic flow around the complex, and a Pedestrian Traffic Plan will be prepared as part of that analysis.*
8. Based on discussions held regarding parking at our March 16, 2022 meeting, it was determined that the Community Development Director would provide contact information for PayPal and Securities America to allow applicant representatives to reach out to these businesses about potential overflow parking on peak weekend days. Please continue to reach out to local businesses to continue this conversation.

- a. *NMSC will continue to contact adjacent businesses to coordinate off-site parking during peak events.*
9. Please provide the proposed sanitary sewer alignments through the complex and the point(s) of connection to the current sewer system. Further discussions with La Vista Public Works and Omaha Public Works will be needed to ensure the alignments, receiving interceptors are consistent with the current Wastewater Service Agreement, and that any public sewer improvements are included and properly provisioned in the executed Subdivision Agreement prior to the issuance of a building permit.
  - a. *The sanitary sewer is being revised to service the concession/restroom building alone, and revised plans will be submitted for City of La Vista no later than 3/31/22. The project team will continue to coordinate with City of La Vista Public Works for design approval.*
10. Ze Based on our meeting of March 16, 2022, staff will have additional conversations about the design review aspects of this project and will provide direction through separate concurrence.

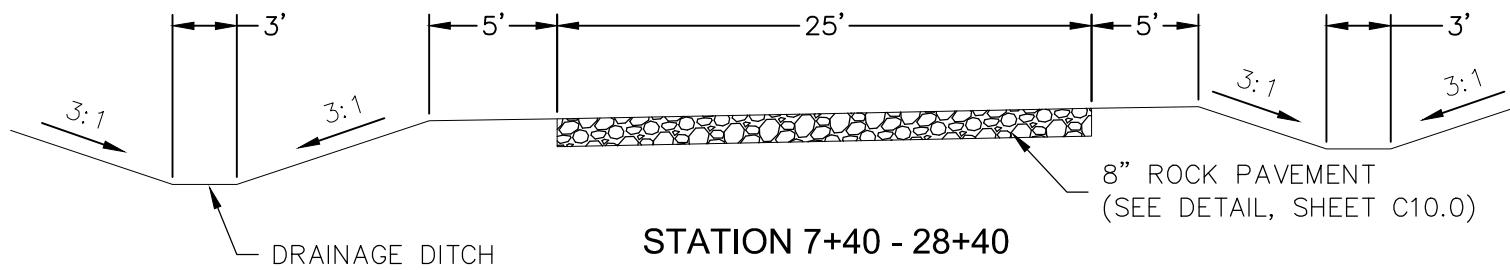
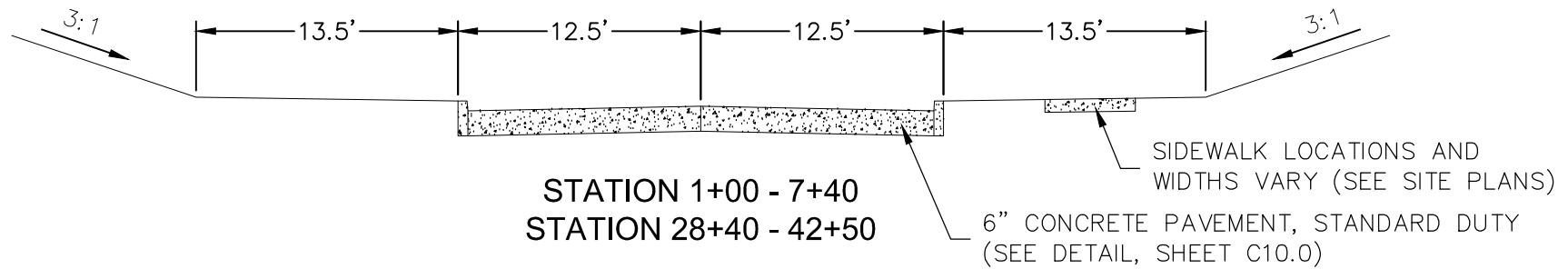
Please review the responses above, as well as the attached exhibits, and let me know if you have any further questions or comments.

Thanks!



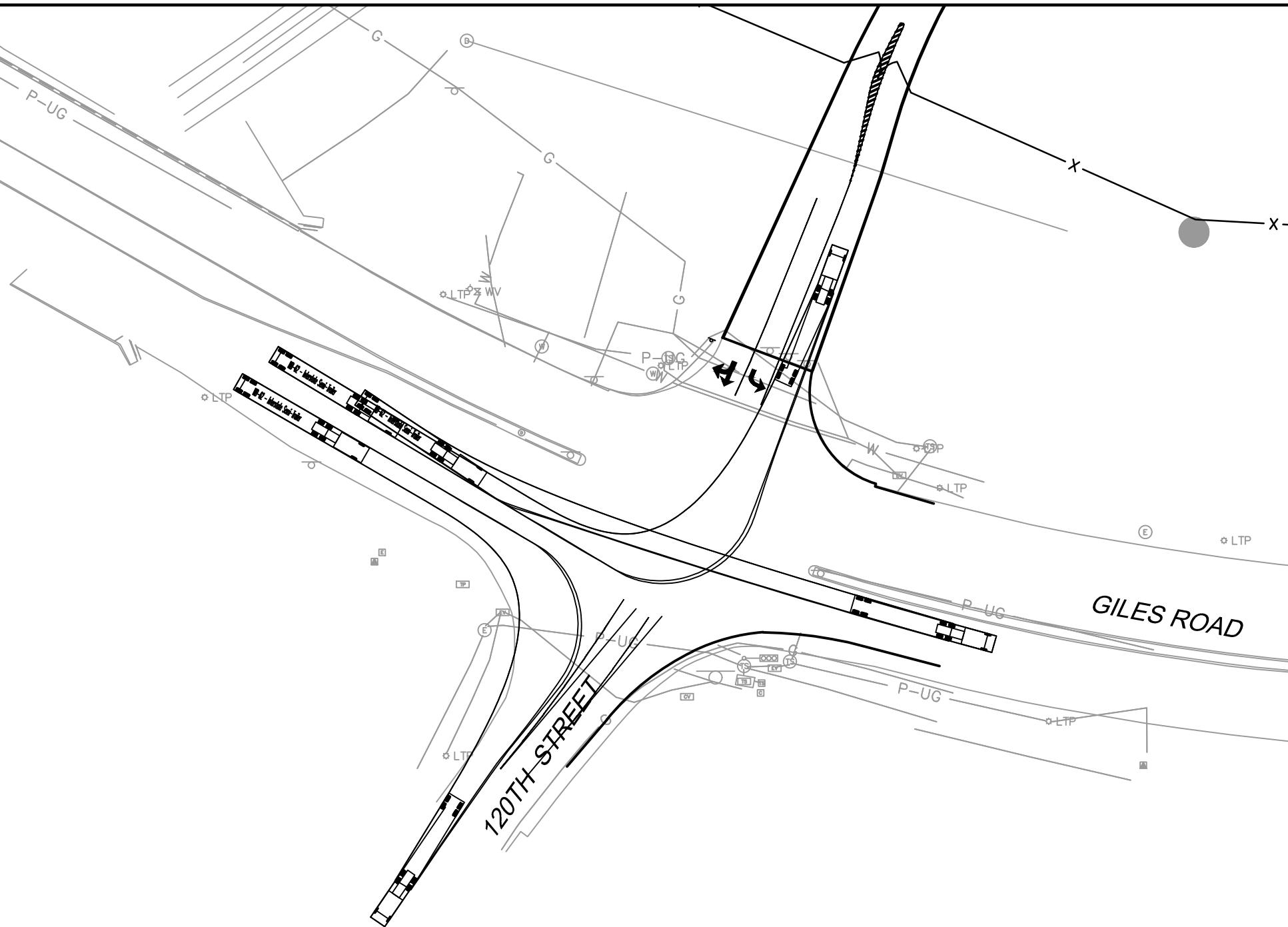
Kyle Graham, PE

CC: Pat Dowse, City Engineer  
Craig Scriven, Nebraska Multi-Sport Complex  
Paul Cox, CBRE  
File



TYPICAL ROADWAY SECTIONS

NOT TO SCALE



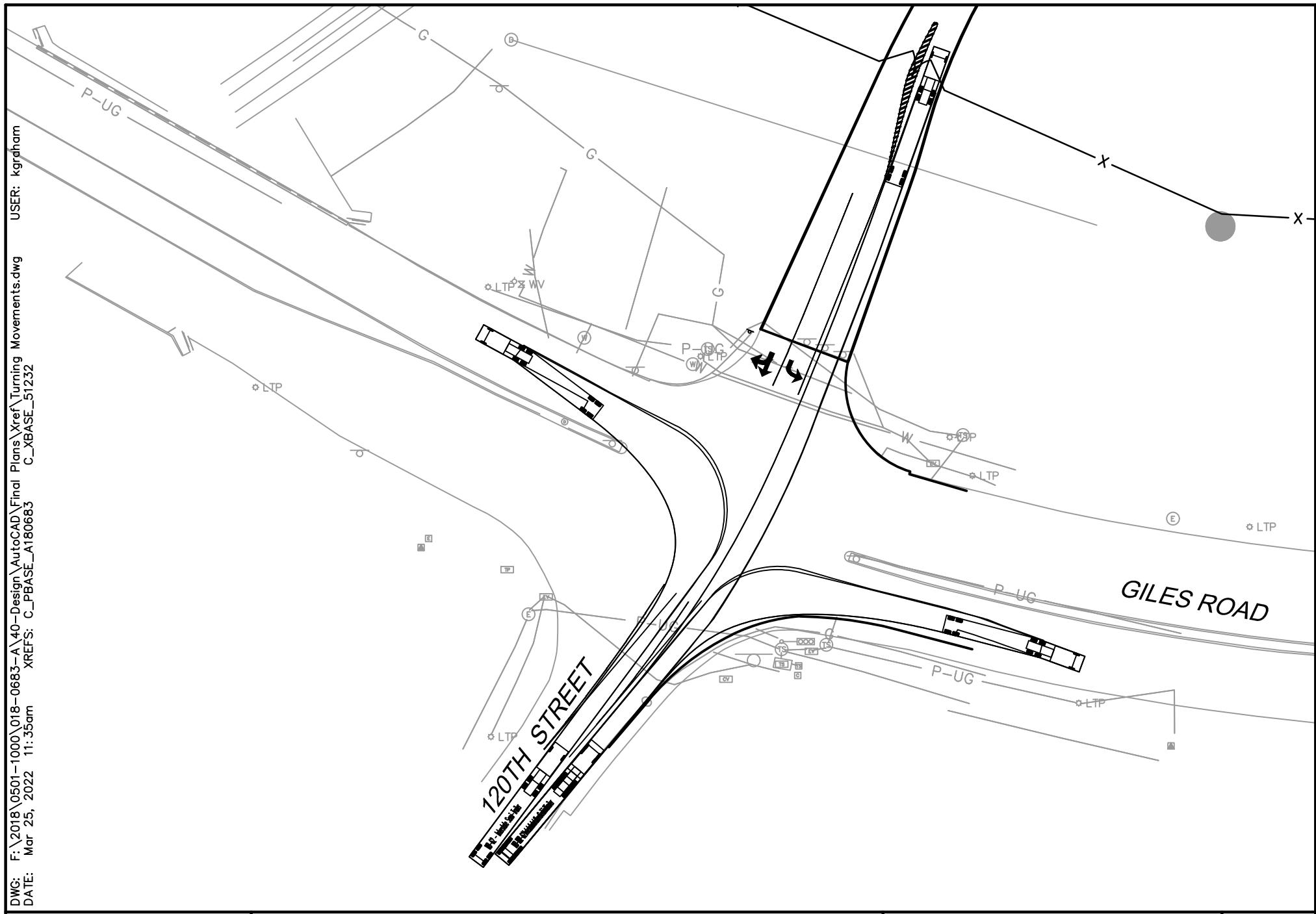
PROJECT NO:	018-0683-A
DRAWN BY:	AMW
DATE:	03/25/2022

# 120TH AND GILES TRUCK TURNING MOVEMENTS - EASTBOUND

olsson

2111 South 67th Street,  
Suite 200  
Omaha, NE 68106  
TEL 402.341.1116

EXHIBIT  
4 of 4



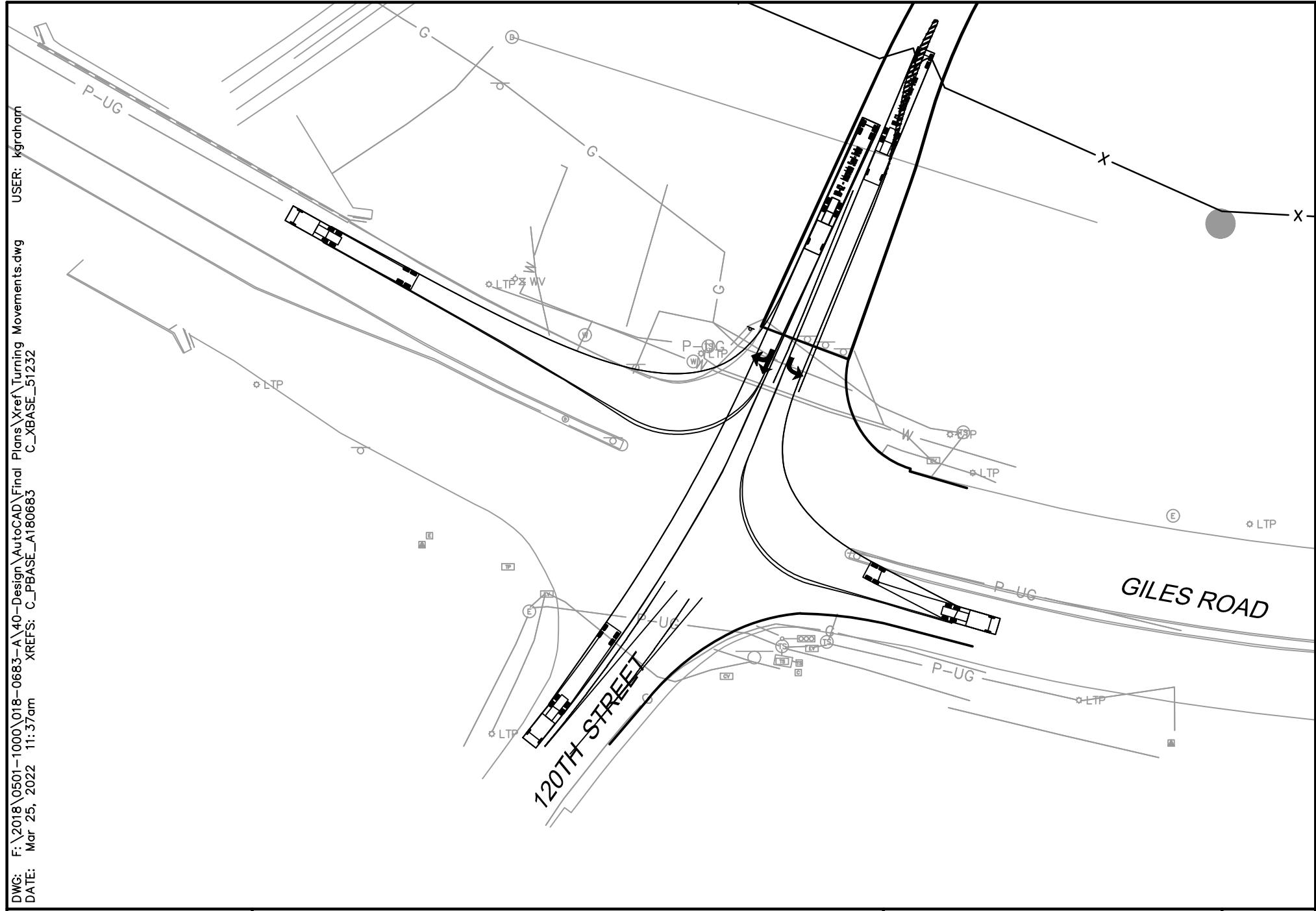
PROJECT NO:	018-0683-A
DRAWN BY:	AMW
DATE:	03/25/2022

## 120TH AND GILES TRUCK TURNING MOVEMENTS - NORTHBOUND

**olsson**

2111 South 67th Street,  
Suite 200  
Omaha, NE 68106  
TEL 402.341.1116

EXHIBIT  
1 of 4



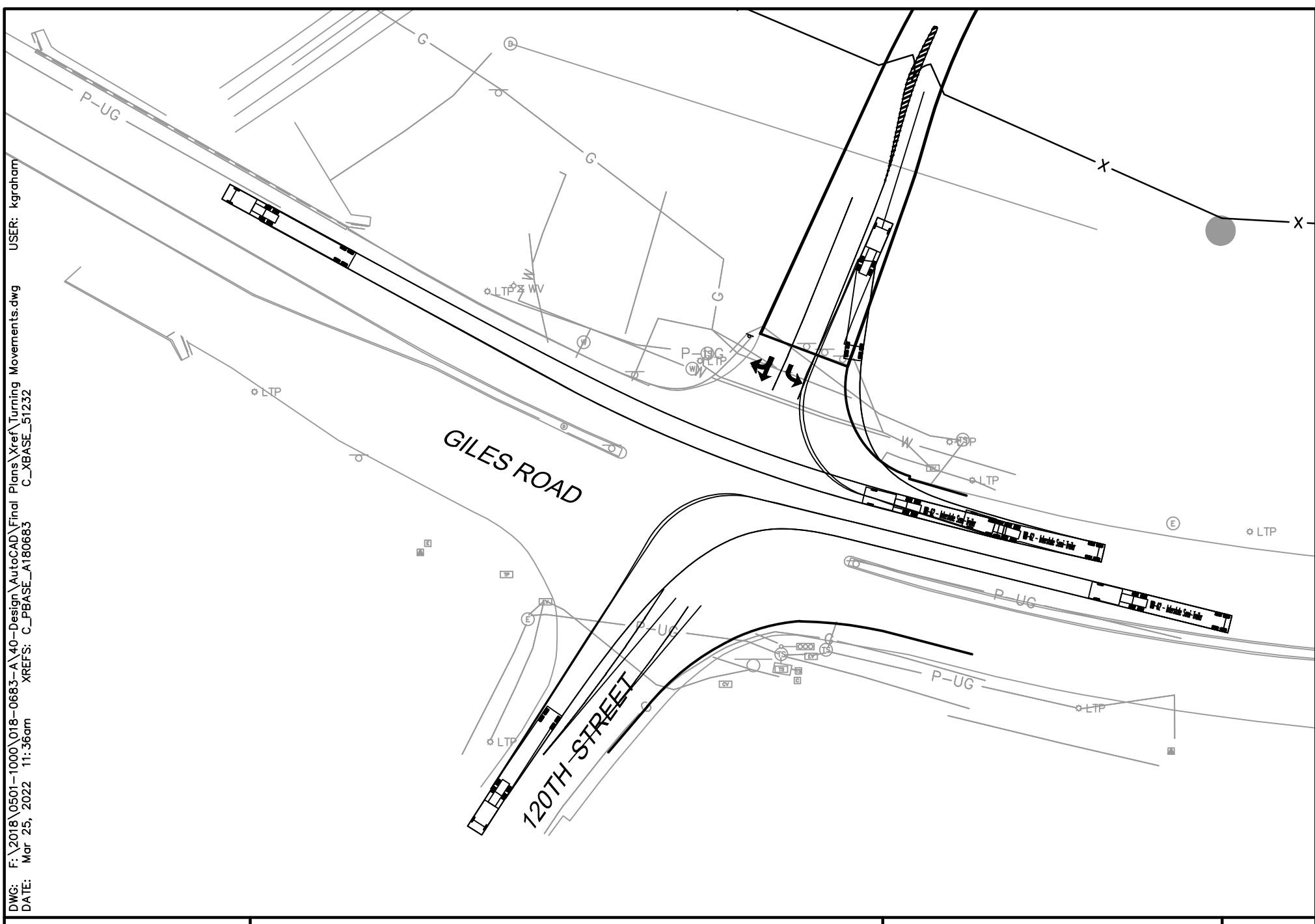
PROJECT NO:	018-0683-A
DRAWN BY:	AMW
DATE:	03/25/2022

## 120TH AND GILES TRUCK TURNING MOVEMENTS - SOUTHBOUND

**olsson**

2111 South 67th Street,  
Suite 200  
Omaha, NE 68106  
TEL 402.341.1116

EXHIBIT  
3 of 4



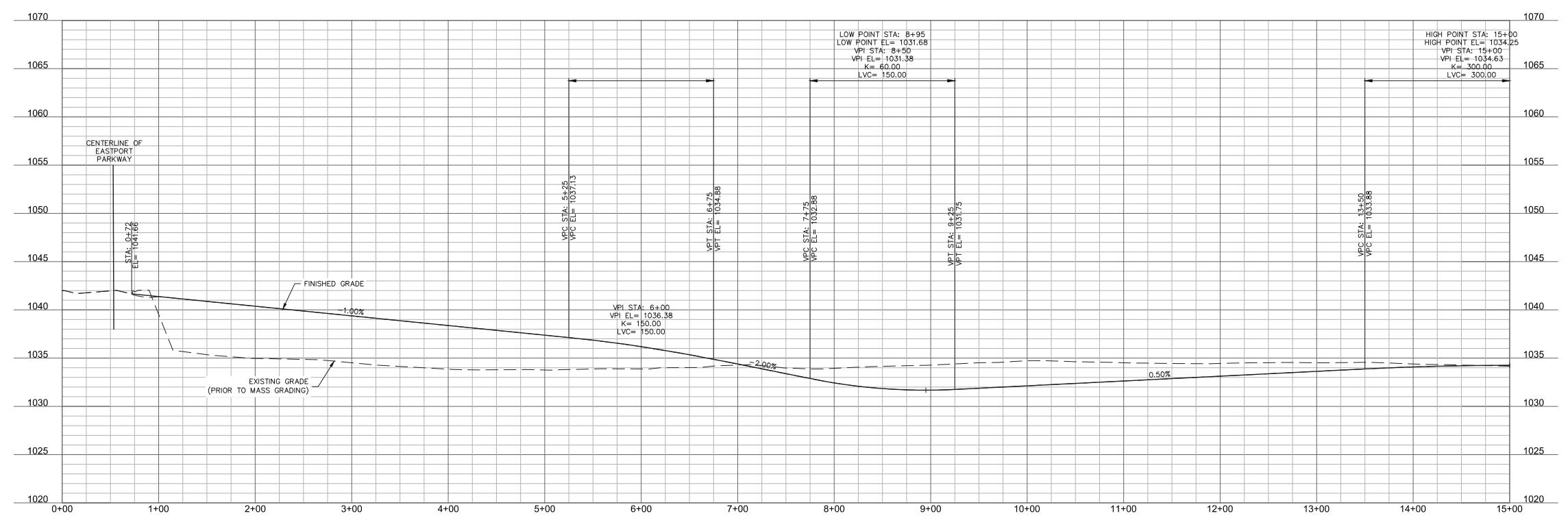
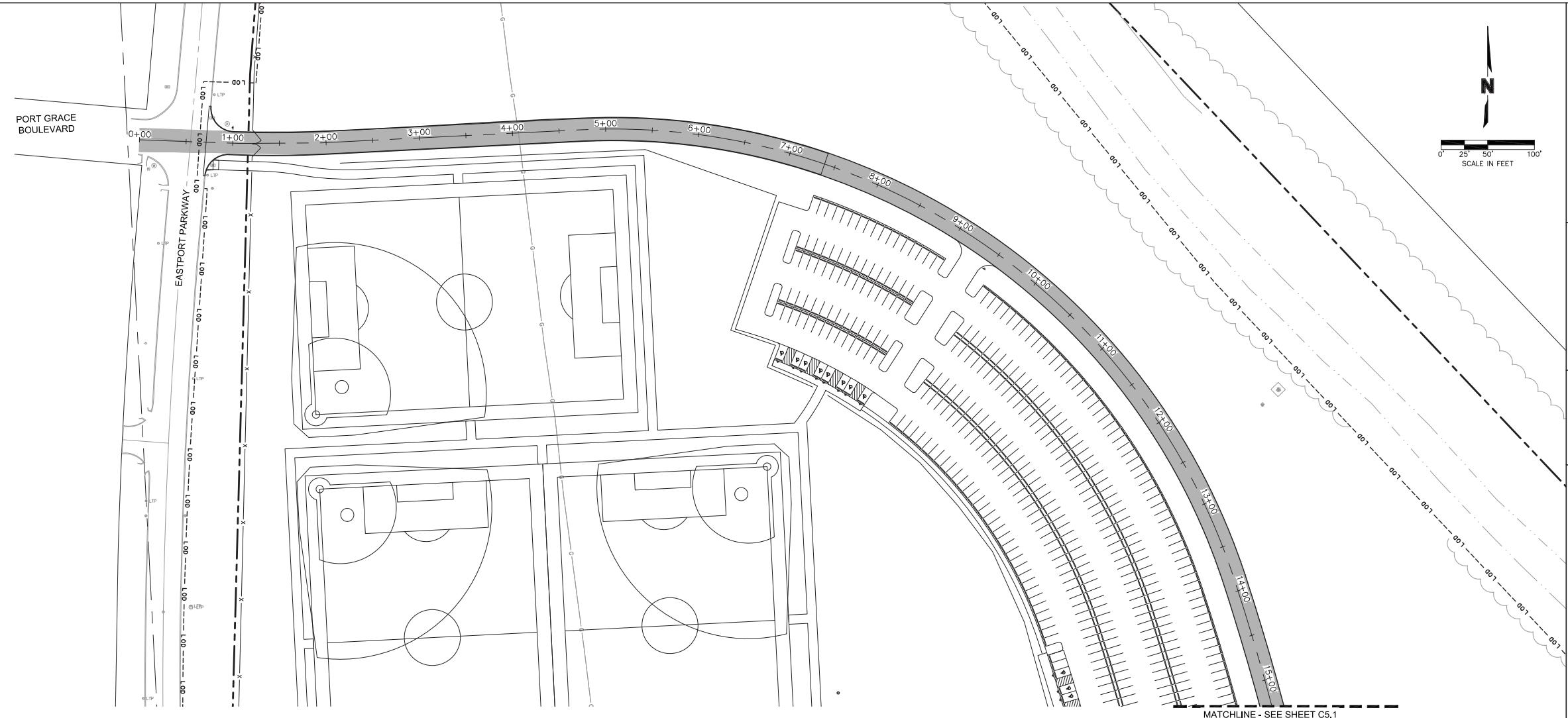
PROJECT NO:	018-0683-A
DRAWN BY:	AMW
DATE:	03/25/2022

**120TH AND GILES**  
**TRUCK TURNING MOVEMENTS - WESTBOUND**

**olsson**

2111 South 67th Street,  
 Suite 200  
 Omaha, NE 68106  
 TEL 402.341.1116

EXHIBIT  
**2 of 4**

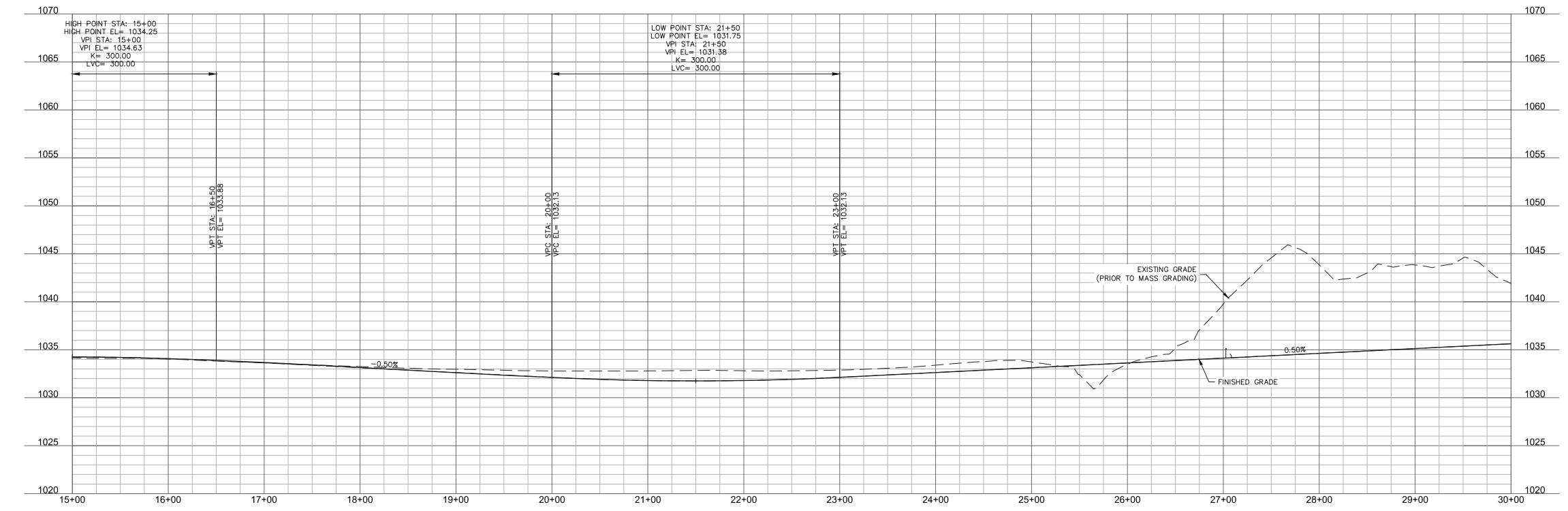


**NOT TO BID / NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT CONSIDERED TO  
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PURPOSES ONLY. PLANS ARE SUBJECT  
TO REVISIONS BASED ON MUNICIPALITY  
REVIEWS, CONTRACTOR CLARIFICATIONS,  
FINAL DESIGN MODIFICATIONS, AND/OR  
CLIENT CHANGES.

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Omaha, NE 68106



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 FINAL DESIGN MODIFICATIONS, AND/OR  
 CLIENT CHANGES.

drawn by: \_\_\_\_\_  
 checked by: \_\_\_\_\_  
 approved by: \_\_\_\_\_  
 QA/QC by: \_\_\_\_\_  
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 date: 2/28/22  
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REVISIONS

2022

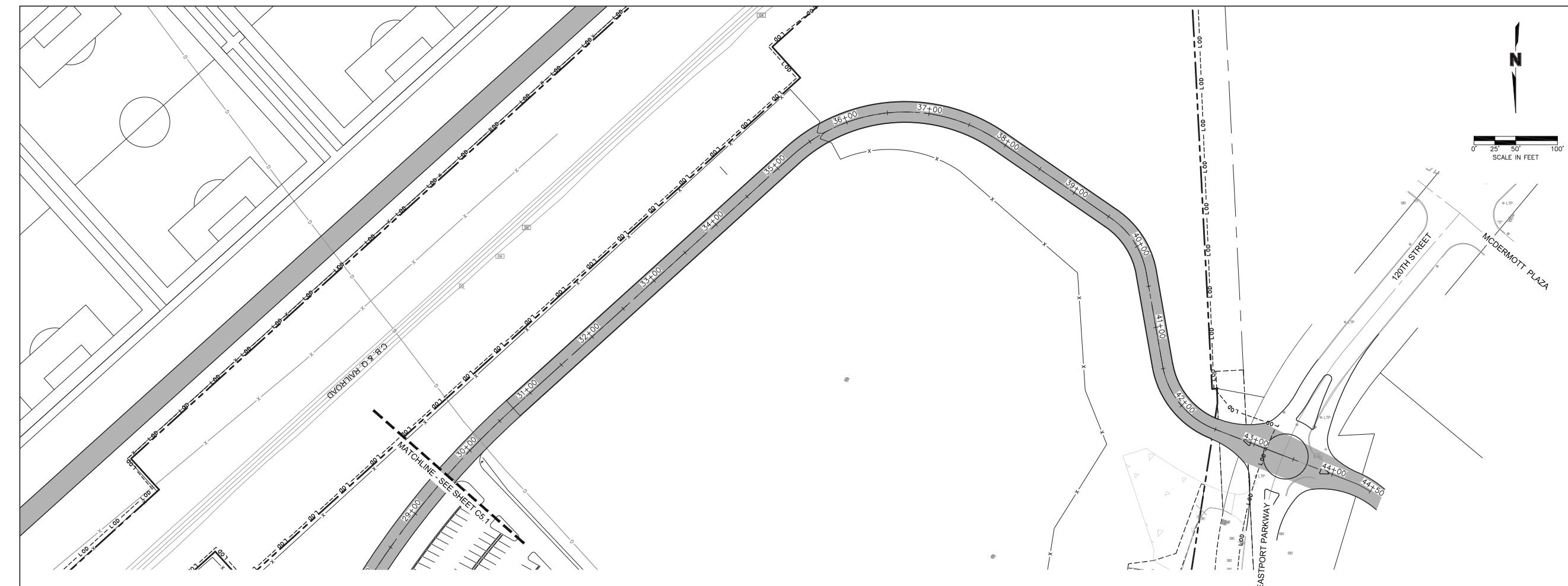
ROAD PLAN & PROFILE

NEBRASKA MULTISPORT COMPLEX  
 SITE & INFRASTRUCTURE PLANS

APMA

olsson  
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 Omaha, NE 68106  
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 www.olsson.com

TELEGRAPHIC CIVIL ENGINEER  
 KYLE J. GRAHAM  
 E-14215  
 2/28/22  
 STATE OF NEBRASKA

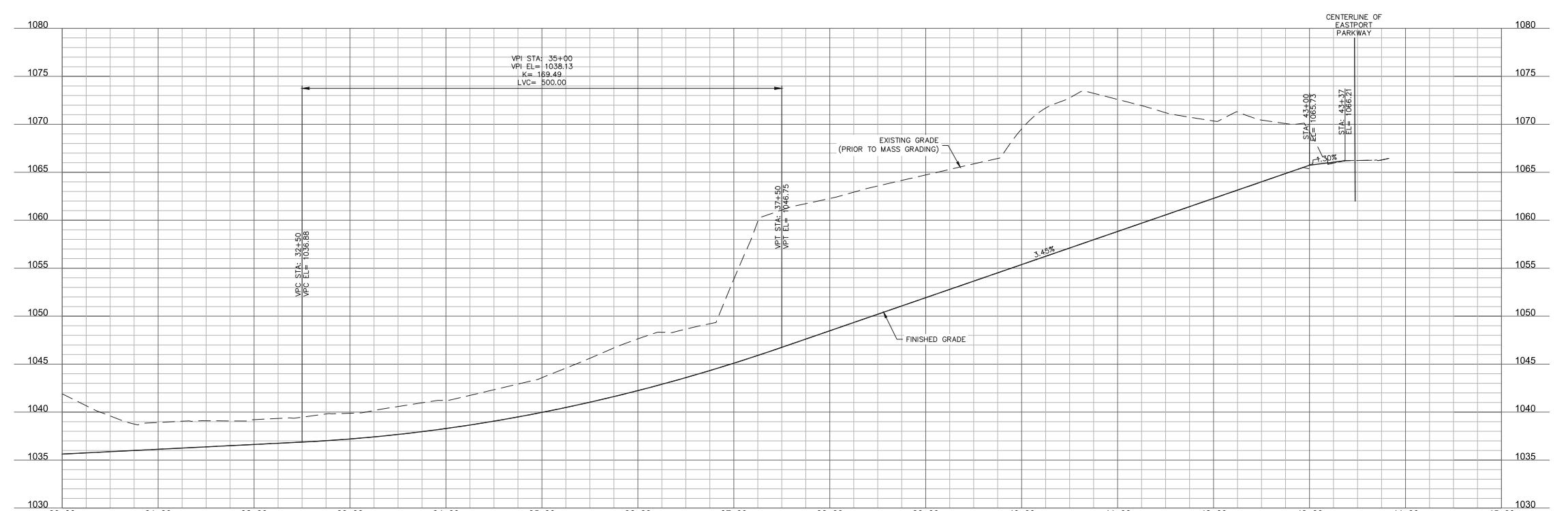


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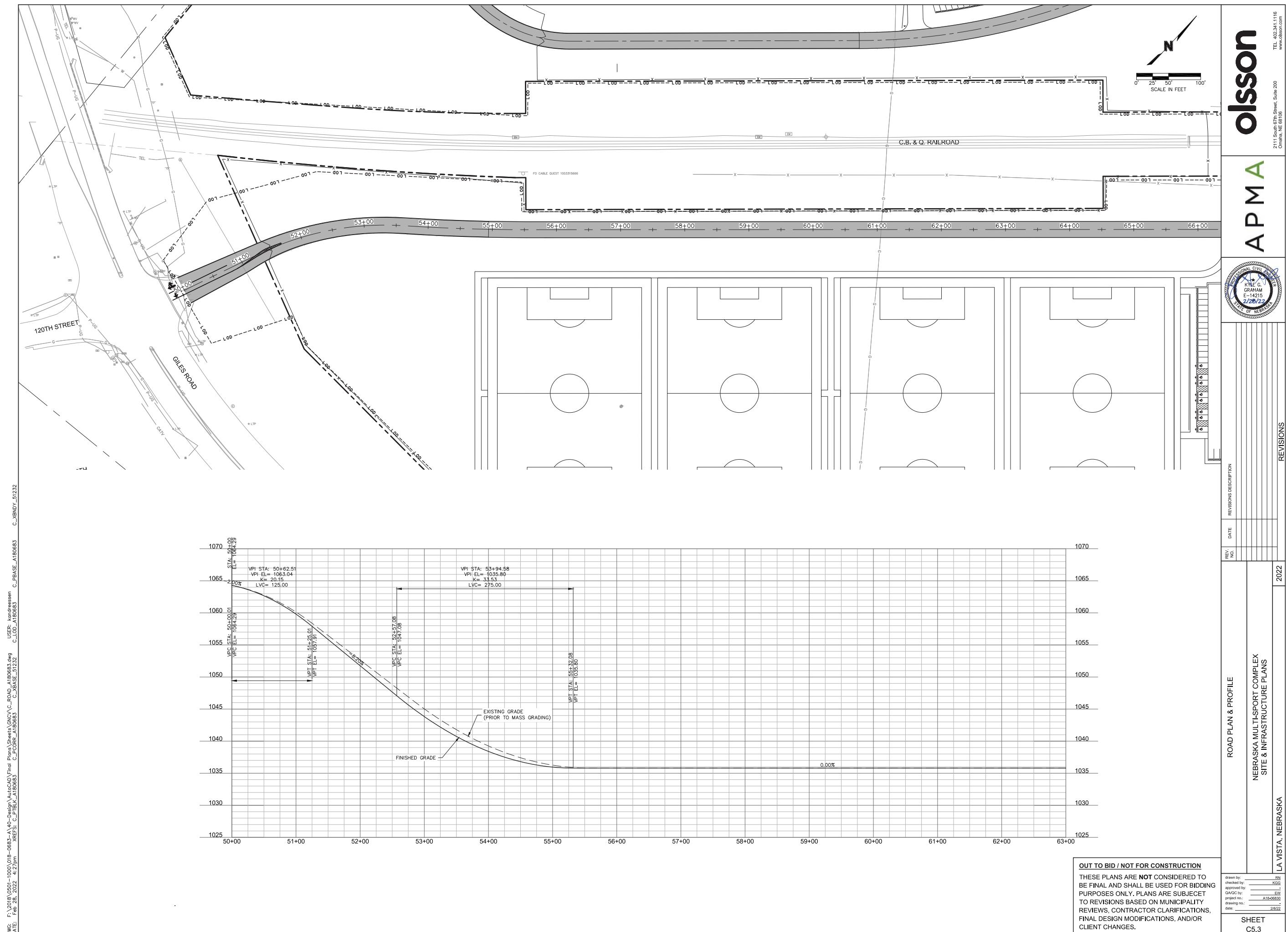
olsson

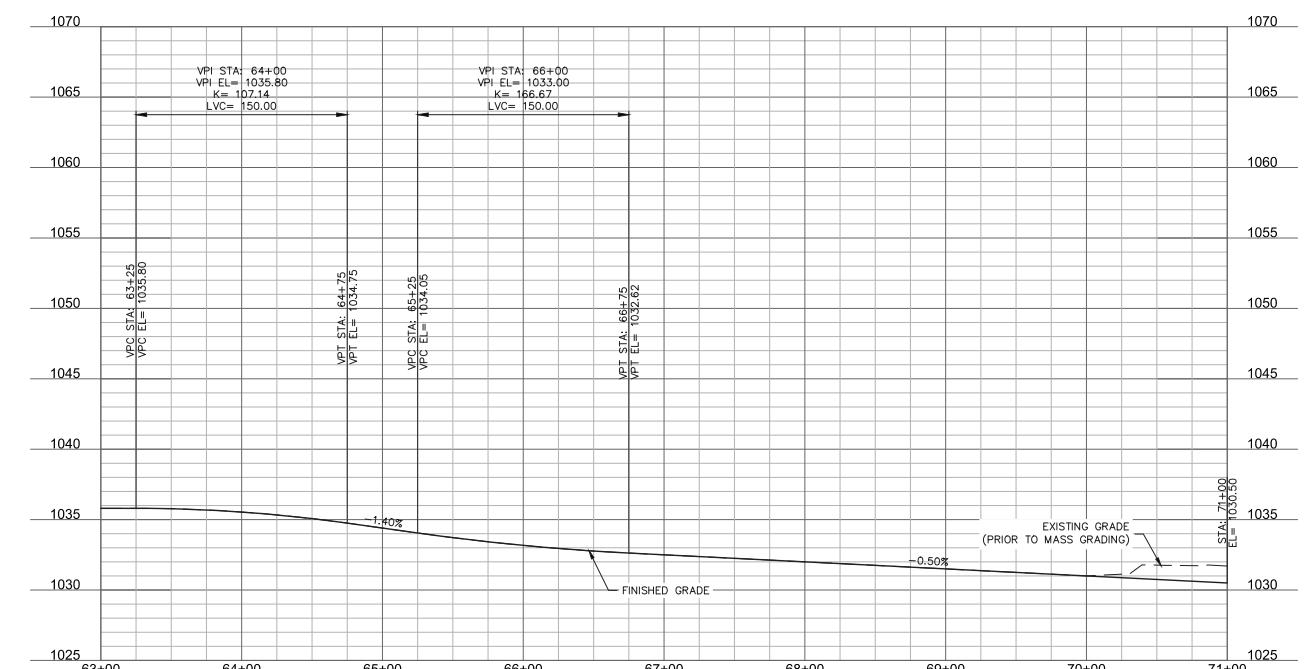
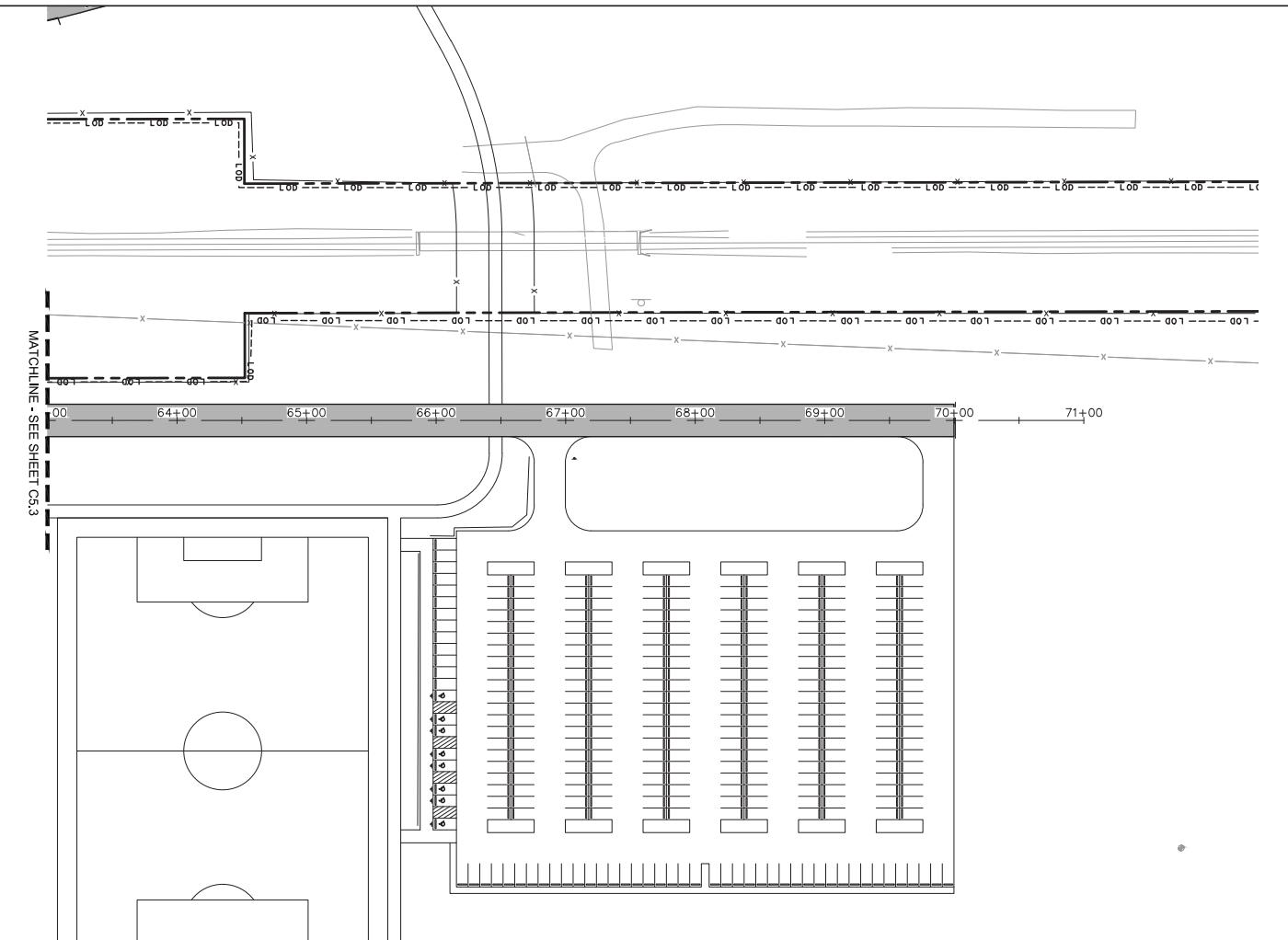
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www.olsson.com



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drawn by:	checked by:	IN	approved by:	QA/QC by:	EW
date:					
SHEET C5.2					





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USER: Kundressen

**NOT FOR CONSTRUCTION**  
ARE NOT CONSIDERED TO  
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ES.

APMA

olsson

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TEL 402.341.1116  
[www.olsson.com](http://www.olsson.com)

The image shows a vertical rectangular badge. At the top, the letters 'APMA' are written in a large, bold, sans-serif font, with the 'A' and 'M' in black and the 'P' and 'A' in green. Below this, the text 'CIVIL ENGINEER' is written in a smaller, all-caps, sans-serif font. At the bottom, the text 'STATE OF NEBRASKA' is written in a smaller, all-caps, sans-serif font. To the left of the text, there is a circular emblem with a decorative border containing the text 'PROFESSIONAL CIVIL ENGINEER' and 'APMA' at the top, and 'KYLE C. GRAHAM' and 'E-14215' in the center. To the right of the text, there is a small circular emblem with the date '02/28/23' in the center.

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NEBRASKA MULTI-SPORT COMPETITION SITE & INFRASTRUCTURE PLAN

by: \_\_\_\_\_  
id by: \_\_\_\_\_  
no.: \_\_\_\_\_  
n.o.: \_\_\_\_\_  
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